OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

264

AGENCY NAME:

O Dot

SERIES TITLE:

Construction Contracts

FIRST RECORD ON REEL:

#10,158
1985

REDUCTION RATIO: 21X

1985 Coalbank Slough Bridge 10,158
(Coos Bay) Sec. of Oregon Coast Hwy.
(Gr, pav, str, sign, ill, sig & ldsp)#1

10,158

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

NOV 04 1976

IN REPLY REFER TO:

HNG-33

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in further reply to your recent communication to the Federal Highway Administration transmitting correspondence from Mr. F. B. Klaboe, Chief of Operations, Oregon Department of Transportation, Salem, Oregon, concerning additional Special Bridge Replacement funds for the Coalbank Slough bridge project. Your communication was acknowledged on October 5.

Our field representatives in Salem, Oregon, have informed us that there has been no significant change in the development of this project which still remains in the preliminary stages. We have been further advised that even if additional funds were available, the Coalbank Slough bridge project could not be advanced to construction this fiscal year.

We hope this information willlbe of assistance to you, but regret we cannot give a more positive reply.

Sincerely yours,

/s/ W. J. Wilkes

W. J. Wilkes, Director
Office of Engineering

10,158

Mai 14-1-1
Coalbank
Sp.

HENRY M. JACKSON, WASH., CHAIRMAN

CLINTON P. ANDERSON, N. MEX.
ALAN BIBLE, NEV.
FRANK CHURCH, IDAHO
FRANK E. MOSS, UTAH
QUENTIN N. BURDICK, N. DAK.
GEORGE MCGOVERN, S. DAK.
GAYLORD NELSON, WIS.
LEE METCALF, MONT.
MIKE GRAVEL, ALASKA

GORDON ALLOTT, COLO.
LEN B. JORDAN, IDAHO
PAUL J. FANNIN, ARIZ.
CLIFFORD P. HANSEN, WYO.
MARK O. HATFIELD, OREG.
TED STEVENS, ALASKA
HENRY BELLMON, OKLA.

JERRY T. VERKLER, STAFF DIRECTOR

United States Senate
COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
WASHINGTON, D.C. 20510

September 28, 1976

NOTED
E. S. HUNTER

Mr. F. B. Klaboe
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Fred:

Thank you for your recent message expressing concern about the Coalbank Slough Bridge project. I appreciate your bringing this matter to my attention.

To be of all possible assistance, I have requested a careful review of this situation by officials in the Federal Highway Administration. Please be assured that I will write to you again as soon as I have their response.

Meanwhile, should you have any additional comments or questions, please do not hesitate to let me know.

Kindest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:chl

10-1-76
cy Rulien
Shirley
Terpin

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
SEP 30 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mai 14-1-1
Coalbank
Sp.

August 2, 1976

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Mark:

This is a report on the progress that has been made on the Coalbank Slough Bridge project since you were last informed in September 1975.

The project has been identified as a Category 2 Major Action requiring an A-95 review and public hearings. The A-95 review is being conducted and a Citizen's Advisory Committee has been formed. The CAC is now gathering citizen input. One of the questions which has arisen concerns the future development of Coalbank Slough for marine use. The answer to this question will affect the type of bridge to be designed. It is reported that the chairman of the CAC has resigned because of the controversy over the future development of the slough.

The exact date of the public hearing has not been established but is planned for the first quarter of 1978.

Funding remains a problem--the situation being unchanged from the last report. The bridge is on the list of structures which may be eligible for special bridge replacement money and is included in the Six-Year Program.

Any effort you can make toward providing additional special bridge replacement funds will be appreciated.

We will keep you informed concerning future developments of this worthwhile project.

Sincerely,

F. B. Klaboe
Chief of Operations

bc: H. S. Coulter
L. W. Rulien
Alfred Shirley
E. S. Hunter
F. E. Terpin

FET:mc srb

HENRY M. JACKSON, WASH., CHAIRMAN
FRANK CHURCH, IDAHO
LEE METCALF, MONT.
J. BENNETT JOHNSTON, LA.
JAMES ABOUREZK, S. DAK.
FLOYD K. HASKELL, COLO.
JOHN GLENN, OHIO
RICHARD STONE, FLA.
DALE BUMPERS, ARK.
PAUL J. FANNIN, ARIZ.
CLIFFORD P. HANSEN, WYO.
MARK O. HATFIELD, OREG.
JAMES A. MC CLURE, IDAHO
DEWEY F. BARTLETT, OKLA.

GRENVILLE GARSIDE, SPECIAL COUNSEL AND STAFF DIRECTOR
WILLIAM J. VAN NESS, CHIEF COUNSEL

United States Senate
COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
WASHINGTON, D.C. 20510

September 17, 1975

Mr. F. B. Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Fred:

Thanks so much for your letter regarding the project for the replacement of the Coalbank Slough Bridge.

I would be anxious and willing to assist you in obtaining federal funding for this project. If you will be so good as to tell me when you have submitted it to DOT for review, and give me all the pertinent details on the project, I will push as actively as possible for appropriate federal approval.

I will expect to hear from you again as soon as the time is ripe and will be happy to play the role of "a friend in court" with DOT.

My very best regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:mgm

RECEIVED
DOT OPERATIONS
JUL 20 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

B/up ~~[illegible]~~ ~~July 1, 1976~~ 7-15-76

RECEIVED
STATE HWY ENGR
SEP 22 '75
REFER TO
Ed
FOR
Info Inves R/D D/R Sign Act File

9-23

RECEIVED
STATE HWY ENGR
JUL 20 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

7/20/76
Scott: anything further
F

Please advise me.

10 158

Coos Bay

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILES

DATE: July 13, 1976

FROM: D. N. Harwell
County-City Engineer

DN Harwell

SUBJECT: Various city & state programs;
Empire-Coos Bay Highway; and
Cape Arago Highway
City of Coos Bay

I met with Joe Schwarm, PWD, on June 30 and discussed various matters relating to city street and highway programs that are available within the City of Coos Bay. We discussed the illumination on the Empire-Coos Bay Highway and I indicated that the project was let for contract last week and received exceptionally good bids on that, and that it would be non-participating on behalf of the city as it was a high-hazard safety project on a state highway. Also, the upcoming traffic signal Mr. Schwarm has on this facility would not require any match money as it is also on a state highway.

We also discussed the signs, signals and so forth that he has proposed for future projects; namely, the one on N. Bay Shore. However, I believe that it has been indicated that perhaps the warrants cannot be met here, that Mr. Schwarm feels that this should be reviewed and determined otherwise if at all possible within the constraints of the program.

Mr. Schwarm has also indicated that the city's #1 priority is to improve the Cape Arago Highway along Newmark Street from the North Bend city limits toward the Empire district as it traverses access to the Southwest Oregon Community College in the Coos Bay-North Bend area. This is a number one priority as it is the only two-lane section left in this immediate area on this highway.

We also discussed the future of FAUS funding and I indicated to Joe that perhaps a meeting should be called with North Bend, Coos County and Eastside to determine some listing of priorities and to get in their improvement programs that were due June 15. I don't believe this area has submitted anything. He said he would probably set the meeting yet that day.

We discussed the Six-Year program and some of the rearranging of various projects as requested previously. He was concerned about the Coalbanks Slough Job being shifted to future years; one year at least.

These are about the major concerns Mr. Schwarm indicated and covers the basic discussions relative to highway and city street related programs.

DNH:ljt

cc: Region 3

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

81-125-1387

10,158

Coos/Curry Co's

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 12, 1976

FILE:

#244

D.N. Harwell

FROM: D. N. Harwell
County-City Engineer

SUBJECT: Coquille-Bandon Hwy. and
Coal Banks Slough, Hwy. 101 (#9)
Coos & Curry Counties

TO: MEMO TO THE FILES

I met with Bill Brown, District Engineer, and his assistant on Wednesday, June 30, and we discussed matters relating to maintenance of highways in an around District 7. Bill has indicated that he has approval to go ahead on a couple of structures on the Coquille-Bandon Highway which is a real concern. He will also refurbish the Coal Banks Slough on Highway 101 until a contract can be let.

We also discussed the budgets and future maintenance relative to construction in highway programs and that of the parks maintenance and what may have to happen to budgets in that regard.

DNH:ljt

Don H

☑ ENGR. ☐ ASST. ☒ OE ☒ AE ■ UE
☑ UPE ☒ CE ☐ [illegible] ☒ RPE ☐

F.A.U.S.
Coos Bay

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

February 4, 1976

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

In answer to your letter of January 29, 1976, I wish to point out that your statement in reference to City representation at the January 27 Coordinating Meeting was not exactly correct. Mr. George Lavios, Coos Bay City Planner, presented the City's position on the proposed Coalbank Slough Bridge-South First Street Couplet Project. He represented my office as well as the City Manager, City Council and City Planning Commission.

We (the City) are most concerned in seeing this project to completion. It is imperative that the internal urban area needs for traffic flow and safety, especially on primary highways, be given priority over many that are outside the urban area. One cannot expect an already congested and hazardous highway as Highway 101 (South Broadway here in Coos Bay) to provide a viable atmosphere for growth and development. I urge your support on the processing of this Bridge-Couplet plan to construction and completion.

Thank you.

Joe A. Schwarm
Joe A. Schwarm
Director of Public Works

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1976
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ OPE ☒ CE ☒ RE ☐ RPE ☐

PROJECT MANAGEMENT
FEB - 6 '76
REFER TO
FOR
Info | Investigate | R D | Action | File | Letter | Return

City With A Future

Mai 14-1-1

WORLD'S LEADING FOREST PRODUCTS PORT

Port of Coos Bay

TELEPHONE (503) 269-1131

POST OFFICE BOX 1226 COOS BAY, OREGON 97420

January 27, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

The Port of Coos Bay Commission unanimously supports the one-way couplet extension project as outlined by the Coos Bay Planning Commission.

Our traffic both in and out of this city is seriously congested, often to the point of danger to all users. Construction of this couplet, along with a new bridge over Coalbank Slough, is an essential step towards maintaining some sort of control over the ever increasing vehicular burden placed on this route.

We hope that both the couplet and bridge can be constructed soon and simultaneously; if this cannot be done, it would seem that the greatest immediate benefits will accrue with the early completion of the one-way couplet.

Yours truly,

J. Larry Qualman By J.H.

J. Larry Qualman
President, Port of Coos
Bay Commission

SF:lh

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

J. LARRY QUALMAN, President
ROBERT YOUNKER, Vice-President
HOLLY HALL, Secretary
KENNETH L. LEWIS, Treasurer
WILBUR CRAIG, Commissioner

OREGON STATE HIGHWAY DIVISION
Region III - Roseburg

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

MINUTES OF
LOCAL AGENCY COORDINATION MEETING
January 27, 1976

COALBANK SLOUGH BRIDGE REPLACEMENT AND ONE-WAY COUPLET EXTENSION

TYPE OF MEETING:

A meeting was called by the Chairman of the Region III Interdisciplinary Team II in compliance with the Oregon Action Plan for coordination with governmental agencies.

LOCATION:

Coos Bay Library, 525 Anderson Street, Coos Bay - 1:00 p.m.

ATTENDANCE:

Mr. Alfred Shirley, Jr., Regional Engineer, OSHD
Mr. Glen L. Clark, Regional Federal-Aid Engineer, OSHD
Mr. J. X. Wilson, Regional Construction Engineer, OSHD
Mr. Eb Engelmann, Regional Environmentalist, OSHD
Mr. John Grassman, Regional Design Engineer, OSHD
Mr. Edward Schwartz, Dept. of Fish & Wildlife, State of Oregon
Mr. L. L. Buoy, Roadmaster, Coos County
Mr. George Lavios, Planning Director, City of Coos Bay
Ms. Linda Smith, Coos-Curry Council of Governments
Mr. Karl Elfving, Chairman, Project Citizens' Advisory Committee
and a Representative of the Local Television Station, KCBY-TV

OTHER CONSIDERATIONS:

Nineteen governmental agencies were notified of the planned coordination meeting. At the appointed time, it appeared there was to be no one in attendance. By 1:30 p.m., four agencies were represented and the meeting was called to order.

MINUTES:

Mr. Shirley, Chairman, Region III Interdisciplinary Team II, called the meeting to order at 1:30 p.m. and announced that due to the disappointing turnout that the agenda passed out would not be adhered to but if there were any questions on the agenda items, they would be answered. A brief explanation of the three bridge sites currently under consideration was made, plus an explanation of the one-way couplet recently added to the overall project.

Some explanation of the type of funding available (urban extension, special bridge replacement) was presented. The four agencies were asked in turn for any input they might have concerning the total project. The response was as follows:

MR. EDWARD SCHWARTZ, Fish & Wildlife Department

He wished minimal development of the Coalbank Slough to preserve the natural characteristics of the area. He was opposed to dredging and therefore was opposed to keeping the slough open to navigation. He was not particularly concerned with the type of design of the bridge as the construction of all types would have about the same impact from a fish and wildlife standpoint.

MR. L. L. BUOY, Roadmaster, Coos County

He indicated that he preferred the fixed-span concept from a cost standpoint and that such would not have any impact on the county road system. He thought that considerable other water areas existed, such as Isthmus Slough, and that in addition if any dredging was begun, it would continue to be a costly maintenance item.

MR. GEORGE LAVIOS, Planning Department, City of Coos Bay

He clearly wanted the one-way couplet constructed first (if funds precluded simultaneous construction); that the status of Coalbank Slough should be a "federal waterway" (navigable); that all the area abutting the slough was zoned industrial; that federal funds on hand (HUD) were planned to be used for acquisition of the Southern Pacific Transportation Company's terminal building and spur tracks needed for the one-way couplet extension; that any bridge design should include an industrial roadway under the westerly end of the bridge; and that no bridge design decision should be made that would preclude commercial and industrial development of the area.

NOTE: A letter dated January 5, 1976, from Mr. Robert Vratney, Chairman, City of Coos Bay Planning Commission, concerning this project and documenting letters, along with a Commission couplet study, are made a part of these minutes.

MS. LINDA SMITH, Coos-Curry Council of Governments

She stated that the COG supports the construction of both projects, hopefully on the fiscal year 1978 schedule now contemplated.

ADDITIONAL NOTES:

A letter dated January 27, 1976, from Mr. J. Larry Qualman, President, Port of Coos Bay Commission, was read into the proceedings by Mr. Shirley and is made a part of this record. The gist of the letter was that they support both the couplet and bridge project, but if both cannot be constructed simultaneously, that the couplet be constructed first.

A letter dated January 12, 1976, from Mr. Eugene R. Schmitz, Supervisor, Environmental Management Unit of the Division of State Lands, is also being made a part of this record. He wished to point out that a permit from his office would be necessary if 50 cubic yards or more of material are to be filled, removed, or displaced within the banks of the Coalbank Slough or adjacent marsh lands. In addition, it would be necessary to prepare an easement for the bridge crossing once the location is decided upon since the submerged lands of the slough are state owned.

On January 14, 1976, Mr. Leroy Schram of the Department of the Army, Portland District Corps of Engineers, advised they had no thought of making a written presentation for the file and suggested that the U.S. Coast Guard might look out for their interest.

Mr. Jim Shelton of the National Marine Fisheries Service, Portland, advised on January 19, 1976, that although they would not be making a formal presentation at the meeting, they wished to be kept informed of any future developments on this project.

The minutes do not reflect considerable rebuttal presented by Mr. Karl Elfving as he was informed by Mr. Shirley that his forum for citizen input was via the CAC (of which Mr. Elfving is Chairman) and that this meeting was for governmental agency input.

Mr. Shirley adjourned the meeting at approximately 2:45 p.m.

Respectfully submitted,

Glen L Clark

GLEN L. CLARK, Secretary
Region III Interdisciplinary Team II

GLC/dt
Attachments

cc: (See attached distribution list)

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

January 12, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Thank you for the meeting notice concerning replacement of the Coalbank Slough Bridge in Coos Bay. We will be unable to attend, but would like to provide the following information.

If, in the reconstruction of the bridge, 50 cubic yards or more of material is to be filled, removed, or displaced within the banks of Coalbank Slough or adjacent marsh lands, a permit from this office will be required in accordance with ORS 541.605 et seq.

In addition, since the submerged lands of Coalbank Slough in this area are state owned, we will need to prepare an easement for the bridge crossing once the location is decided upon. Our records indicate that an easement for the existing structure has never been prepared. Mr. Don Trout of your Salem office is the person we normally work with on permit and easement matters.

Please let us know if there are any questions or if we may be of assistance.

Sincerely,

Stanley F. Hamilton, P.E.
Waterway Manager

By:

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

cc: Rubin Ed Versteeg ·
sent - 6r

RECEIVED
STATE HWY ENGR

FEB 3 '76

REFER TO

FOR

Info | Answ | R/D | D/R | Sign | Act | File

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

September 4, 1975

Ms. Nancy Roess, Chairman
City of Coos Bay Planning
  Commission
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Ms. Roess:

Thank you for the Project Brief issued by the Coos Bay Planning Commission which primarily covered the extension of the one-way couplet south to the Coalbank Slough Bridge.

We are proceeding with the necessary survey work to develop a project for replacement of the Coalbank Slough Bridge and the extension of the one-way couplet.

The large number of Federal Aid categories is a confusing thing and doubly difficult for those of us who do not deal with this type of financing very often. It appears from a study of your Project Brief that Federal Aid Urban Extension financing has been confused with Federal Aid Urban System financing--they are not the same. Federal Aid Urban System funds have been allocated by the Highway Division to the various urban areas throughout the State to finance projects selected by the urban area on the roads and streets that have been placed on the Federal Aid Urban System. Urban Extension funds are available to the Oregon State Highway Division for projects that are on the Federal Aid Primary System within urban areas. It is these latter funds that we anticipate using for work on the Coalbank Slough Bridge and the extension of the couplet. Just how much of this money will be available at the proposed contracting date we do not know. Funding from the 1973 Highway Act has all been apportioned to the states and funding for Fiscal Years 1977 on will be contained in a Highway Act yet to come from the Congress. We intend to pursue both these projects and we appreciate your support.

Incidentally, Title II (Section 209) funds for high-hazard locations are not sufficient to undertake a project as large as the couplet extension. In fact, if this type of money were used for such a project, there would be no way to give statewide and system-wide attention to the spot locations of high hazard intended by the Act.

Very truly yours,

FB Klaboe
F. B. Klaboe, Administrator
and State Highway Engineer

Kavros

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 4, 1975

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. J. Larry Qualman, President
Port of Coos Bay Commission
Post Office Box 787
Coos Bay, Oregon 97420

Dear Mr. Qualman:

Thank you for your letter in support of the proposed project to extend the one-way couplet system in Coos Bay south to Coalbank Slough.

We have proposed in our Six-Year Program a project for replacement of the Coalbank Slough Bridge in Fiscal Year 1978. As we develop this project, we will include the couplet. If financing is available, we will let one contract that will include both the replacement of the bridge and the couplet. If financing is not available, we will have to undertake the projects separately.

We will appreciate your support as the work progresses and hope that the Federal Highway Act, which is yet to come out of the present Congress, will provide sufficient funds to enable us to proceed with these very worthwhile and important jobs.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: [illegible]

Port of Coos Bay

TELEPHONE
AREA CODE 503
269-1131

MAILING ADDRESS
P. O. BOX 737
COOS BAY, OREGON
97420

August 15, 1975

Mr. Fred B. Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

The Port of Coos Bay has reviewed the One-Way Couplet Extension Project brief given us by the City of Coos Bay Planning Commission, dated June, 1975. The Port Commission at its regular meeting August 12, 1975 voted unanimously to endorse this plan and urged its immediate implementation.

Our studies indicate a continuing increase in commercial traffic into the Port in the immediate future. As you are aware, there are only two highway accesses to this port, (Highway 101 from the north and south.) Both of these are already overburdened and, when added to normal traffic within the city, a congested and often dangerous condition exists. Construction of this couplet in south Coos Bay will be an essential although only partial solution to our transportation problem.

Yours truly,

J. Larry Qualman

J. Larry Qualman
President, Port of
Coos Bay Commission

lh

cc: ✓Mr. George Lavios, City of
Coos Bay Planning Commission

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

J. LARRY QUALMAN, President
ROBERT YOUNKER, Vice-President
HOLLY HALL, Secretary
KENNETH L. LEWIS, Treasurer
WILBUR CRAIG, Commissioner

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

August 14, 1975

The Honorable Robert W. Packwood
U. S. Senator
1002 N.E. Holladay
Room 700
Portland, Oregon 97232

Dear Senator Packwood:

We are in receipt of your letter of August 8, 1975, and are most grateful and appreciative of your affirmative and prompt response. Regarding your comments with respect to the highway trust fund and Oregon's relationship thereto, we can only add that you certainly have our full support. Adequate interstate highway systems are a necessity to safe and efficient movement between states. However, we should not lose sight of the fact that opening our state to interstate travel also necessitates the provision and maintenance of an adequate local system capable of accommodating the interstate travel invited. This latter consideration brings us to the object of our communications. Namely, that the improvement of state highways leading to urban areas should be closely coordinated with the improvement of the major street system within and through the urban area so exposed. As I am sure you know, the State Highway Division has allocated approximately 27 million dollars worth of badly needed improvements to State Hwy. 42 over the 1975 to 1981 time period. These improvements are indeed needed if the Coos Bay Urban Area is to survive as an economic entity capable of successful commerce. However, the allocation of monies to the improvement of Hwy. 42 should have been coordinated with allocation of monies for improvements to Oregon Coast Hwy. 9 (U.S. 101) through the Coos Bay Urban Area and, in particular, to highway section described in Project Brief submitted to you by this office.

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

From a local standpoint it doesn't appear to make much sense to allocate 27 million dollars worth of improvements to a highway in order that the highway so improved may be capable of more efficiently overloading our already inadequate and hazardous highway system within the Urban Area. This is particularly true when one considers the cost ($994,000) of improving the highway section described in the City's Project Brief in relation to the amount ($27,000,000) allocated for the improvement of Hwy. 42. The City's proposed project represents 3.7% of the total amount allocated to Hwy. 42. This implies the City's proposed project could be undertaken out of Hwy. 42 contingencies monies. The cost of the City's proposed project, $994,000, ($235,000 city share and $759,000 state share) is indeed minimal by comparison; yet the benefits derived will be paramount when and if the project is implemented. We feel improvements to Hwy. 42 and Coos Bay Urban Area Highway improvements should and must be undertaken concurrently if the Urban Area is to avoid serious traffic problems within its boundaries. Under the now phased-out T.O.P.I.C.S. Program, a study of Urban Area major street system deficiencies as was undertaken and approximately $3.5 million (in 1975 dollars) worth in street improvement projects was identified, including the City's proposed project.. This indicates that approximately 13% of the total amount allocated to Hwy. 42 would, at least for the forthcoming 10 year period, adequately accommodate the anticipated Urban Area traffic volume increases due to improvements to highways such as Hwy. 42.

At this point it is imperative that you understand that we are not dissatisfied with the state allocation of funds to Hwy. 42; however, we are totally dissatisfied with the fact that not one-cent was allocated to highway improvements within the Coos Bay Urban Area.

The importance of providing an adequate highway system within and through the Urban Area now is underlined by such considerations as:

1. Forthcoming improvements to the Coos Bay shipping channel.
2. The City of Coos Bay Waterfront Development Program of which the proposed couplet project is the key element thereof.
3. The City of North Bend's forthcoming airport expansion and related industrial park development projects.
4. The National Dunes Recreational Area immediately north of the Urban Area.

All these considerations indicate traffic volumes within the Urban Area will increase significantly within the next 10 year period.

We deeply appreciate your interest and concern in our present and immediately forseeable problems. Any assistance you may be able to provide on our behalf will be greatly appreciated. Should you have questions, please contact me at your convenience.

Sincerely,

G. A. Lavios

G. A. Lavios
Planning Director

cc: Richard J. Porn, Economic Development Specialist

JOHN SPARKMAN, ALA., CHA

WILLIAM PROXMIRE, WIS.
HARRISON A. WILLIAMS, JR., N.J.
THOMAS J. MC INTYRE, N.H.
ALAN CRANSTON, CALIF.
ADLAI E. STEVENSON III, ILL.
J. BENNETT JOHNSTON, JR., LA.
WILLIAM D. HATHAWAY, MAINE
JOSEPH R. BIDEN, JR., DEL.

JOHN TOWER, TEX.
WALLACE F. BENNETT, U
EDWARD W. BROOKE, MA
BOB PACKWOOD, OREG.
BILL BROCK, TENN.
ROBERT TAFT, JR., OHIO
LOWELL P. WEICKER, JR., CONN.

DUDLEY L. O'NEAL, JR.
STAFF DIRECTOR AND GENERAL COUNSEL

United States Senate
COMMITTEE ON BANKING, HOUSING AND URBAN AFFAIRS
WASHINGTON, D.C. 20510

August 8, 1975

Mr. George A. Lavios
Planning Director
City of Coos Bay
P.O. Box 1118
Coos Bay, Oregon 97420

Dear Mr. Lavios:

Thank you for your recent letter expressing your support for the City of Coos Bay's One-way Couplet Extension, Oregon Coast Highway 9 (U.S.101). I would be happy to be of any assistance in this matter.

One way I'm such I can help is to get more highway funds into Oregon. As you may know, because of the heavy bias towards interstate construction in our highway trust fund, states like Oregon who have completed most of their interstate systems are slighted when it comes to funds for maintenance and improvement of their highway systems. I have been discussing a number of alternatives with Mr. Klaboe relative to proposals which would make the trust fund more equitable for Oregon. Hopefully, we can convince other Senators to right this inequity so that valuable projects such as this one do not get swept aside because of our preoccupation for the interstate system.

Cordially,

Bob Packwood

BOB PACKWOOD

BP:kbs

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO

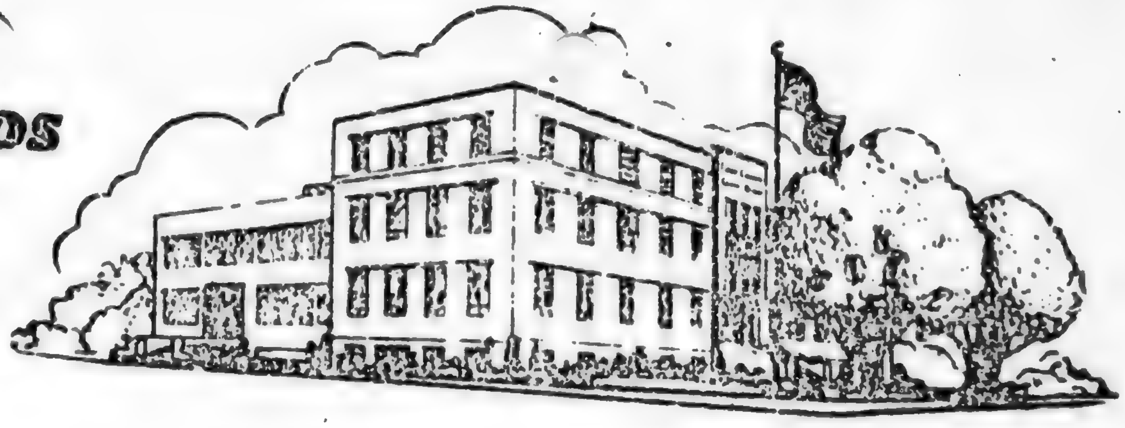
FOR

Info	Inves	R/D	D/R	Sign	Act	File

County of Coos

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison



August 8, 1975

Fred Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

It has recently come to our attention that the City of Coos Bay has submitted a proposal to your office for a one-way couplet extension to Highway 101 through the City of Coos Bay. The Coos County Board of Commissioners, on August 6, 1975, reviewed this proposed project of the City of Coos Bay and noted that such a proposal is very much needed in order to ensure adequate traffic circulation through the city. Consequently, the Board of Commissioners, by unanimous vote, has recommended that your department approve this project and take such steps as may be necessary to implement the proposal.

Sincerely,

COOS COUNTY
BOARD OF COMMISSIONERS

Woodrow Robison
Chairman

Lonnie Van Elsberg
Commissioner

M.R. Mickey Moffitt
Commissioner

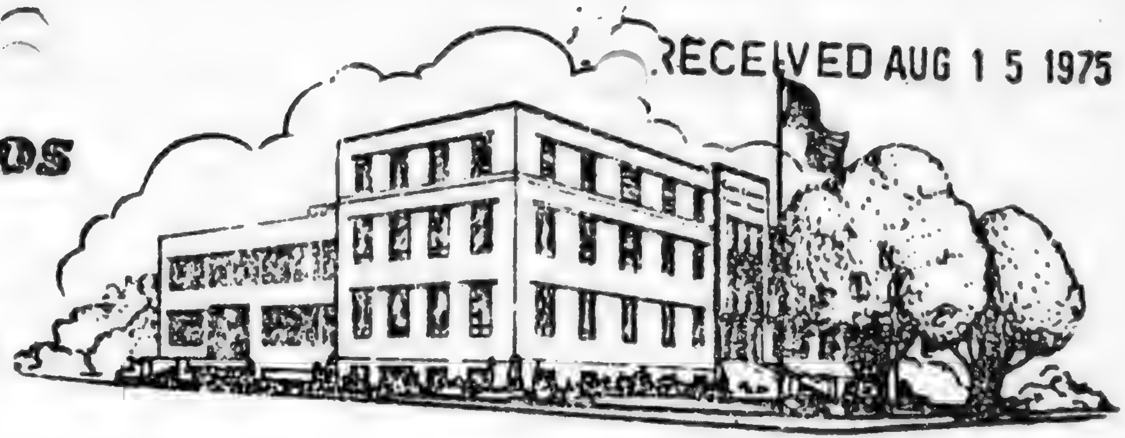
RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BOC/PD/jw
cc: City of Coos Bay

County of Coos

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison



RECEIVED AUG 1 5 1975

August 8, 1975

Robert Hale, Mayor
City of Coos Bay
P.O. Box 1118
Coos Bay, Oregon 97420

Dear Mayor Hale:

George Lavios recently requested our review and approval of the city's proposed project for a one-way couplet extension to Highway 101 through the City of Coos Bay. We have reviewed this matter and recognize the importance of such a project for the adequate traffic circulation through the City of Coos Bay. We furthermore see no problems that will be created to the County or its residents through this proposed project. We, consequently, concur with the City of Coos Bay on the need for this project and support your application to the State Highway Division.

Sincerely,

COOS COUNTY
BOARD OF COMMISSIONERS

Woodrow Robison
Chairman

Lonnie Van Elsberg
Commissioner

M.R. Mickey Moffitt
Commissioner

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BOC/PD/jw
Attachment

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

August 1, 1975

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Ed Wyeland, Director
Economic Development Div.
317 S.W. Alder
Portland, Oregon 97204

SUBJECT: PROJECT BRIEF
ONE-WAY COUPLET EXTENSION
OREGON HIGHWAY 9 (U.S. 101)
(BROADWAY-FIRST STREET SOUTH,
IMPROVEMENT PROJECT)

Dear Mr. Wyeland:

Enclosed you will find the City of Coos Bay Project Brief regarding the subject Street Improvement Proposal. Briefly, the purpose of this communication is to inform your office of the City's economic development plans for the immediate and long range future. And secondly, to solicit your considered assistance in aiding the State Highway Division in finding the most prompt implementation route possible for our project. The Highway Division proposes to undertake the project with Urban Extension funds while the City maintains that it may well be possible to undertake the project's implementation much sooner using Title II, Highway Safety Act of 1973, Section 209 High Hazard Location(s) funds. At any rate, the ultimate goal is to implement the project as soon as possible regardless of what funding assistance program is used. The implementation of this project is the "key element" in the City's economic development efforts for this section of the City. Along these lines, I believe your office could be of tremendous assistance to the Coos Bay Urban Area Economic Growth Center if your office would coordinate the formulation of an Economic Development Demonstration Program. I believe this would be a worthwhile effort and would at this time like to invite you to meet with our Planning Commission for the purpose of discussing such a possibility. Please let me know if you are interested in participating in such a meeting in order that the Planning Commission can make the necessary arrangements with affected and interested Urban Area entities.

Your considered assistance on our behalf will be greatly appreciated by the peoples of the Coos Bay Urban Area. Should you have any questions regarding these proposals, please contact me (269-1181, ext. 48) at your convenience.

Sincerely,

G. A. Lavios

G. A. Lavios
Planning Director

GAL/rfs

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

August 1, 1975

A. M. Moore, Public Relations
Western Bank, Head Office
290 S. 4th
P. O. Box 1099
Coos Bay, Oregon 97420

Dear Mr. Moore:

Submitted herewith you will find a copy of the City's One-Way Couplet Extension (Broadway-First Street South) Improvement Project "Project Brief" for your review. Western Bank with major land holdings abutting the proposed project needs to be aware of the City's immediate and long range development plans for this section of the City. As I am sure you already know, the City Council allocated $235,000 of the City's fiscal year(s) 1975-76-77 Community Development Funds for the acquisition and relocation of the Southern Pacific Railroad Depot. Refer to attached letters dated July 25, 1975, and July 29, 1975, for verification of negotiation proceedings. In addition, please refer to page 29 of the Project Brief for verification of Oregon State Highway Division committment to the Couplet Project. Other items of interest to you will be found on page 42 relating to the City's planned future development activities which could possibly include Western Bank owned lands.

Please be advised that the City of Coos Bay plans to aggressively pursue the development of South Coos Bay and its Waterfront as stated. In this respect, I would like to invite you to attend one of our Planning Commission Noon Work Sessions, normally scheduled on Wednesday, so that we may discuss with you the full scope of planning efforts and their implications to private interests. Please let me know when you would be available to attend, and I will schedule a session. Should you have any questions, please contact me (269-1181, ext. 48) at your convenience.

Sincerely,

G. A. Lavios

G. A. Lavios
Planning Director

Enclosures

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

August 1, 1975

L. B. Day, Chairman
Dept. of Land Conservation
& Development
1175 Court Street, N.E.
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

SUBJECT: PROJECT BRIEF
ONE-WAY COUPLET EXTENSION
OREGON HIGHWAY 9 (U.S. 101)
(BROADWAY-FIRST STREET SOUTH,
IMPROVEMENT PROJECT)

Dear Mr. Day:

This letter is to inform you of the City of Coos Bay's Planning Commission Economic Development efforts within their City. At the present these efforts are focused on the speedy implementation of the subject street improvement project. In this regard we respectfully solicit your assistance in behalf of our City and, indeed, the total Coos Bay Urban Area itself. Please refer to attached letters dated August 1, 1975,and July 25, 1975, respectively.

If our memories serve us correctly, it is our recollection that your office is on record as favoring the formulation of a Coos Bay Urban Area Economic Development Demonstration Program utilizing concentrated Economic Development Administration and State Department of Transportation funding assistance efforts as a beginning. We are in total agreement with that concept. However, we must qualify that statement and let it be known that we are not interested in creating another Portland Metropolitan Area in Coos Bay. But we are agressivley pursuing the development of a more diversified and stable Urban Area economy. In this respect we are deeply interested in assisting in the preparation and implementation of such a demonstration program. We, respectfully, suggest that a possible beginning for this effort might be a meeting between all affected Urban Area entities, the State Economic Development Division, and your office for the sole purpose of sincerely investigating the preparation and coordination of such a program. We welcome your comments regarding this proposal.

Should you have any questions regarding any of the above, please contact us at your convenience.

Respectfully submitted,

CITY OF COOS BAY PLANNING COMMISSION

Nancy Roess

Nancy Roess, Chairman
by G. A. Lavios, Planning Director

Enclosures

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

July 25, 1975

Mr. William L. Peebles
District Traffic
Southern Pacific Transportation Co.
P. O. Box 1371
Eugene, Oregon 97401

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
[illegible] Inves R/D D/R Sign Act File

SUBJECT: Relocation of S.P.R.R. Depot; Coos Bay, Oregon
RE: One-Way Couplet Extension
Oregon Coast Hwy. 9 (U.S. 101)
Street Improvement Project

Dear Mr. Peebles:

As per our conversation of July 24, 1975, enclosed you will find the Project Brief regarding the subject. Regarding the Project Brief, pages 16, 43, 44, 45, and exhibits A, B, & C will be of particular interest to you since in these pages you will find the basic information regarding both the current proposal and the City's plans for the future regarding this section of the City. It is my understanding that upon receipt of the enclosed Project Brief, you will contact appropriate S.P.R.R. Company officials and arrange for a meeting between said company officials and the City of Coos Bay. At which time and upon receipt of this information from you, I will in turn contact appropriate City officials and make all necessary arrangements at this end.

In the interim, we would very much appreciate receiving from you a map showing all S.P.R.R. owned lands within the City of Coos Bay and immediately adjacent (to the City) lands. We need this information in order to verify the accuracy of our records with respect to S.P.R.R. landownership.

We look forward to the establishment of a meaningful and productive association between the two entities. Should you have any questions, please contact me (269-1181, ext. 48) at your convenience.

Sincerely,

G. A. Lavios

G. A. Lavios
Planning Director

GAL/rfs

cc: City Manager
Community Development Director

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

July 8, 1975

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: L.E. George, State Highway Engineer

Subject: One-way Couplet Extension
Oregon Highway 9 (U.S. 101)
(Broadway-First Street South,
Improvement Project)

Gentlemen:

Enclosed you will find the following materials regarding the subject:

1. Federal Aid Urban System Project Request, and
2. Oregon State Highway Division, Project Environmental Assessment: Form (2)9-74.

In accordance with previous telephone conversations between your office and our Planning Department regarding the funding and implementation scheduling of the subject couplet, it is our contention that the couplet project could possibly be implemented much sooner if it were funded under Title II, Highway Safety Act of 1973, Section 209: High Hazard Locations Program, rather than the Federal-Aid Urban Systems (urban extension) Program. First of all, the Coos Bay Urban Area will accrue urban extension monies at an average rate of approximately $99,238 per year for the period 1974 to 1976 to cover all urban area (cities of Coos Bay, North Bend, Eastside and immediately adjacent unincorporated county areas) projects. At this rate of accrual it seems hardly likely that the remaining deficit of $2,100,000 (in 1973 dollars) in identified (TOPICS) street improvement projects will be realized before 1995. It, therefore, appears to us that Title II, Section 209 monies may be a much faster route of implementation to pursue. At any rate, this proposal should receive your utmost favorable consideration in view of the accident rate data presented for this section of highway.

The City of Coos Bay, and indeed the peoples of the Coos Bay Urban Area, are desirous of pursuing aggressive economic development programs; as such, the proposed couplet project is a key element in the orderly and efficient development of the City Council approved Coos Bay Waterfront Development Program.

The Waterfront Development Program entails the development of 3,500 feet of waterfront and immediately adjacent industrial-commercial lands for marine industrial-commercial-recreational activities. The provision of an adequate traffic circulation system is a necessity to the speedy and successful implementation of the Waterfront Development Program.

Your utmost consideration to the speedy implementation of the proposed couplet project will be greatly appreciated. Should you have any questions regarding this matter, please contact the Planning Department at your convenience.

Sincerely,

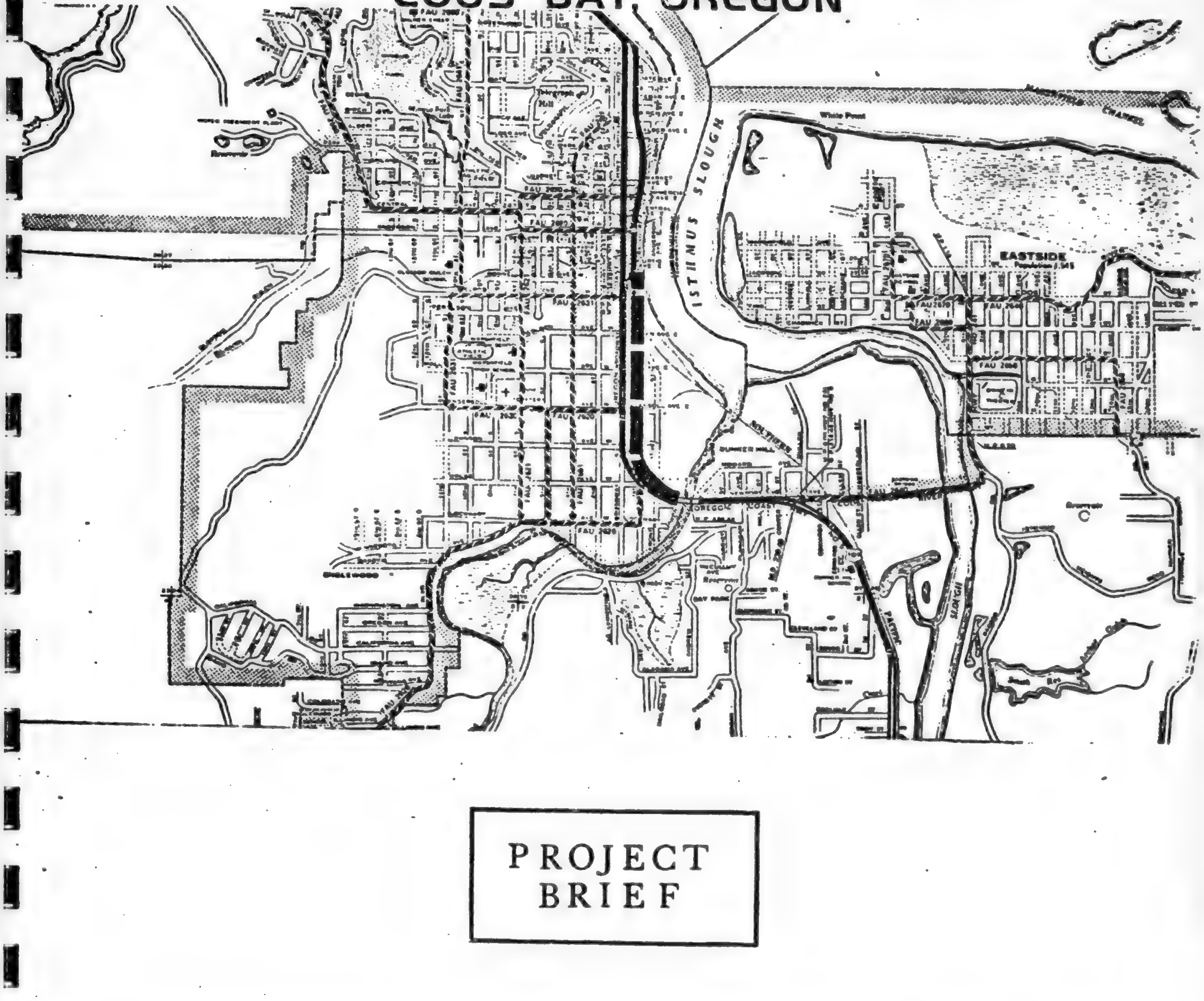
CITY OF COOS BAY PLANNING COMMISSION

Nancy Roess, Chairman

c.c. F.B. Klaboe, Administrator and
State Highway Engineer

ONE-WAY COUPLET EXTENSION
OREGON COAST HIGHWAY 9 [US 101]
(Broadway-First Street South, Improvement Project)

COOS BAY, OREGON


ISTHMUS SLOUGH
EASTSIDE

PROJECT
BRIEF

CITY OF COOS BAY PLANNING COMMISSION / JUNE, 1975

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

November 14, 1974

Commandant
United States Coast Guard
Washington, D. C. 20590

RE: DRAWBRIDGES in STATE OF OREGON where Constant Attendance is not Required.

Gentlemen:

The City of Coos Bay Planning Commission desires to express strong opposition to the Commandant's rejection of the Coos County Commission's objection to the closing of Coalbank Slough Bridge and requiring six (6) month notice to the Coast Guard for opening. We feel this ruling is restrictive to the rights of navigation on the Coalbank Slough Waterway. Be further advised, that your action regarding this matter neglects concern for the wishes and desires of local governing bodies; namely, the Port of Coos Bay Commission, the Coos County Commission, and the City of Coos Bay City Council and Planning Commission, all of which are on public record as opposing any action which results in the restriction of the rights of navigation within the Port of Coos Bay District and in particular, the Coalbank Slough Waterway. It is our sincerest wish that in the future, the Commandant will advise all local governing units of any contemplated action which may temporarily or otherwise result in the restriction of the rights of navigation on navigable waterways of the Coos Bay Estuary.

Sincerely,

CITY OF COOS BAY PLANNING COMMISSION

Don R. Boynton

Don Boynton, Chairman

cc: The Honorable Tom McCall,
Governor of the State of Oregon;
John Dellenback.

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Port of Coos Bay

TELEPHONE
AREA CODE 503
269-1131

MAILING ADDRESS
P. O. BOX 787
COOS BAY, OREGON
97420

November 6, 1974

Commandant
United States Coast Guard
Washington, D.C. 20590

Re: Drawbridges in the State of Oregon where constant attendance is not required

Gentlemen:

The Port of Coos Bay Commission, a regularly elected body incorporated under the laws of the State of Oregon, is concerned over the closing of the Coalbank Slough unattended bridge.

The Commandant's summary rejection of the Coos County Commission's objection to the closing appears to be based on the fact that the bridge has not been opened in twenty years. This type of reasoning would indicate the United States Coast Guard is operating on the theory that the last twenty years will determine the future needs of the country.

The Port Commission can certainly understand temporary closures as are necessary for repairs. However, a closure with a six-month notice from the Service for opening could well involve twelve months, which time element is not attractive in any type of development.

The Port of Coos Bay Commission is hereby advising the Commandant of the United States Coast Guard that in the future the Service will be expected to advise the Port Commission of any contemplated

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act

J. LARRY QUALMAN, President
ROBERT YOUNKER, Vice-President
HOLLY HALL, Secretary
KENNETH L. LEWIS, Treasurer
WILBUR CRAIG, Commissioner

action in restricting the rights of navigation within the Port of Coos Bay District. This generally includes all bridges over the navigable waters of Coos Bay and its tributaries.

Yours truly,

J. Larry Qualman
President
Port of Coos Bay Commission

lh

cc: Senator Mark O. Hatfield
Senator Robert Packwood
Coos County Commission

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

July 8, 1974

Mr. Fred Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

SUBJECT: Meeting with interested parties regarding
Coalbank Slough Bridge.

Dear Mr. Klaboe:

This letter is to inform you that the City of Coos Bay Planning Commission has scheduled a Luncheon Meeting in the City of Coos Bay regarding the subject matter. The meeting is scheduled for:

Wednesday, July 24, 1974,
at 11:30 A. M. in the Coquille Room
of the Thunderbird Motor Hotel.

Interested parties being invited are:

City of Coos Bay Planning Commission
City of Coos Bay Mayor Robert Hale
Port of Coos Bay Commission Chairman Larry Qualman
Coos County Planning Commission Chairman Jim Mason
Karl Elfving, Resident City of Coos Bay
Coos County Commission Chairman Mickey Moffit.

Staff persons invited:

1. Richard Kahanek, City Manager, City of Coos Bay
2. George Lavios, Planning Director, City of Coos Bay
3. Joe Schwarm, Public Works Director, City of Coos Bay
4. Robert Gerdes, Planning Director, Coos County
5. Earnest Payne, Harbor Master, Port of Coos Bay
6. Pat Dugan, Planning Director, CCCOG

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The meeting will be open to members of the Press.

We hope these arrangements will be satisfactory to you and your party. Should you have any questions regarding this matter, please contact me at your convenience.

Sincerely,

CITY OF COOS BAY PLANNING COMMISSION

Don Boynton

Don Boynton, Chairman

by G. A. Lavios,
Planning Director

GAL/rfs

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

June 14, 1974

Mr. Don Boynton, Chairman
City of Coos Bay Planning Commission
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Don:

I have received letters from the Coos County Board of Commissioners and the Port of Coos Bay Commission in support of your letter regarding the Coalbank Slough drawbridge. Ted Winters of my staff has also reported on the Coos Bay visit made by him and Maxine Dake on May 7 and 8, 1974.

Although I would appreciate the opportunity of viewing the slide presentation of Carl Elfving, which I understand provides an excellent perspective of developmental problems and potential for Coos Bay, I am sure the most immediate concern is the Coalbank Slough bridge.

With this in mind, I have directed Fred Klaboe, Administrator of the State Highway Division, to contact you and establish a meeting between his staff and appropriate officials and interested persons in Coos Bay. Such a meeting should clarify the issue of the bridge and indicate what steps may be taken to arrive at a solution to the problem.

Sincerely,

Tom McCall
Governor

TM:wh

cc: Coos County Board of Commissioners
Port of Coos Bay Commission
Commander J. E. Shields, U.S. Coast Guard
Fred Klaboe, State Highway Division
Hal Brauner, Governor's Office

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act

X

COOS BAY, OREGON CENTENNIAL
1874-1974

CITY OF COOS BAY

POST OFFICE BOX 1118
COOS BAY, OREGON 97420

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

April 29, 1974

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

RE: PORTLAND DIST. CORPS OF ENGINEERS; File No. PN071-OYA-1-001010
(Coalbank Slough - Wharves) dated Nov. 7, 1972;
Dept. of Transportation U. S. Coast Guard;
Public Notice No. 73-N-15 BRIDGES, dated July 3, 1973.

Dear Sir:

Recent repairs (April 1974) by the Oregon State Highway Dept. to the drawbridge across Coalbank Slough at Coos Bay has once again brought this concern to the attention of the City of Coos Bay Planning Commission. During the course of these repairs the Highway Dept. installed piling in Coalbank Slough at the drawbridge. This piling has the outward appearance of being permanent rather than temporary in nature; and, therefore, the Planning Commission wishes to go on record once again as being adamantly opposed to the permanent closure of the Coalbank Slough drawbridge. It is the consensus of the Planning Commission and the Coos Bay Estuary Committee of Coos County that Coalbank Slough be kept open as navigable waters due to its unique value to the estuarine system.

As a navigable waterway, Coalbank Slough has a limitless development potential for industrial, commercial, and recreational purposes. Its closure will also close the door on some of the development potentials of this area. The Planning Commission is aware that the drawbridge has not been opened in some twenty years, and that it requires approximately 2½ hours for one complete open-close operation which would result in serious time delay of highway traffic. However, the Commission is also aware that in the future it will be prudent to construct a highway bypass and thus relocate through highway traffic from downtown Coos Bay and North Bend. At such a time the reconstruction of the present inadequate drawbridge to a modern fast operating drawbridge will be very desirable.

X

It is well to remember that the governor's office designated the Coos Bay Area as an economic growth center in early 1972, and as such, subsequent actions by the various state agencies should compliment and reinforce the economic promotion of the Bay Area rather than deprive the area of any of its inherent development potentials.

Keeping in mind that every effort is being made to finalize and adopt plans to protect and enhance the total Coos Bay estuary, we would greatly appreciate your making every effort to see that this unique and valuable area retain all its development potentials and be kept open to the public as a navigable waterway. Once again, we urge you not to allow the permanent closure of the Coalbank Slough drawbridge.

Sincerely,

CITY OF COOS BAY PLANNING COMMISSION

Don Boynton

Don Boynton
Chairman

DB/rs

cc: Coos County Planning Commission
Oregon Highway Division
U. S. Coast Guard
Portland Dist. Corps of Engineers

267-2953
284-5596

Ombudsman
Ted Winter
378-3100

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

February 1, 1973

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

RE: Your letter, dated December 21, 1972, to A. J. Heineman, Portland District Corps of Engineers, in reference to PNG71-GYA-1-001010 (Coalbank Slough - Wharves), dated November 7, 1972

Dear Sir:

Your letter was given to us (City of Coos Bay Planning Commission) at a recent Commission Meeting concerning the closure of Coalbank Slough. It is the concensus of the Coos Bay Planning Commission that Coalbank Slough should, in fact, be kept open as navigable water due to its unique value to the estuarine system.

The Coos Bay Estuary Committee, a committee established by the Coos County Planning Commission to develop land and water use studies in the Coos Bay Estuary, spoke out strongly in keeping all waterways open to marine traffic. We refer you to Section #5(C), Item #10 of that report; "The Committee strongly recommends that access to tributary waters, specifically Coalbank Slough, be continued and improved upon and that no bridges be closed to preclude such access.". This Committee also recommended that existing salt marsh areas along Coalbank Slough be retained as marshland and all waterways be zoned Marine Transport.

Coalbank Slough has a tremendous recreational potential. The closure of Coalbank Drawbridge would preclude all marine access. Presently the only public marine access to this area of the estuary is through this bridge.

On one hand the State speaks out in overwhelming concern of the drastic reduction of Oregon's estuaries and public rights to them; and with the other hand trys to close off a large portion of one of Oregon's largest estuaries.

(Cont'd)

Keeping in mind that every effort is being made to finalize and adopt plans to protect and enhance this estuarine area, we would greatly appreciate your making every effort to see that this valuable area of the Coos Bay Estuary be kept open to the public.

Again, we urge you not to allow the closure of Coalbank Drawbridge.

Sincerely,

CITY OF COOS BAY PLANNING COMMISSION

Andrew C. Nasburg,
Chairman
Coos Bay Planning Commission

ACN/db

cc: Carl Elfving

Coos County Planning Commission

Oregon State Highway Division

Coast Guard Daubb Capt. Seattle office

State Water Resources Board

Fish Commission of Oregon

Oregon State Game Commission

Division of State Lands

January 26, 1976

Commander (oan)
Thirteenth Coast Guard District
915 Second Avenue
Seattle, Washington 98174

Dear Sir:

Draft Public Notice No. 75-N-30
Coalbank Slough Bridge Replacement
Highway 101

Your draft Public Notice No. 75-N-30 relative to the proposed Coalbank Slough Bridge replacement at Coos Bay, Oregon, refers to an Oregon State Highway Division proposal to establish guide clearances of 19 feet vertical and 42 feet horizontal. This is in error. The Highway Division has not made a proposal for clearances for this structure.

Determination of guide clearances has been discussed with Mr. Ed Shields of your office by our Bridge Administration Engineer, but only in generalities. It was emphasized that the Oregon State Highway Division cannot propose specific guide clearances prior to receiving input concerning them from our Citizens Advisory Committee in the Coos Bay area.

Until a short time ago, it was our understanding that a request for guide clearances must be accompanied by a specific proposal. Without input from our Citizens Advisory Committee, such specifics are not available.

Very recently, Mr. Shields indicated that specific clearances would not be necessary and a request for guide clearances could be written in generalities.

Until we complete the citizens' review of the project, we are not in a position to request guide clearances, either specificially or in general. Because of this, we feel that issuance of a public notice regarding guide clearances for the Coalbank Slough Bridge is not warranted at this time.

If you wish to discuss the matter further, I suggest you talk to Mr. Ellison, Bridge Administration Engineer.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder (enc.)
Walt Hart
George Hopkins
Alfred Shirley "

RWE:dh/ESH:ja

Coalbank Sl.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

1/22/76
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
B. E. Brown
Alfred Shirley, Jr.
Aeronautics Div.
W. J. Hart

3271
Serial 703
~~9~~ 14 JAN 1976

RECEIVED
STATE HWY ENGR
JAN 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Oregon State Highway Division
Project Management Section
Attention: Mr. George N. Hopkins
Highway Building
Salem, Oregon 97310

Gentlemen:

By Notice 26 June 1975 you advised of Oregon's intent to replace the Coalbank Slough Highway 101 bridge at Coos Bay, Oregon. The Coast Guard responded to the Notice expressing our interest on 8 July 1975.

By Notice of intent 5 November 1975 you further advised of Oregon's identity of a possible improvement project consisting of a one-way Highway 101 couplet in the City of Coos Bay connecting with the above Coalbank Slough bridge improvement.

A third Notice of intent dated 16 December 1975, which concerns the Sherman-Sheridan Avenue couplet on Highway 101 in the City of North Bend, has also been received. It is not known if this third Notice is related to the work of the first and second Notices, although it is not too far distant to be associated at some future time.

The Notices of 26 June and 5 November are obviously related because of interconnection of the proposed work. Because of the potential environmental significance of the overall Coos Bay project, it is presumed FHWA will require one EIS to cover both Notices. It is requested the Coast Guard be included in the early preparation of the environmental document because, when our areas of jurisdiction are adequately discussed in the draft, we are able to utilize the document in support of the bridge permit application without delaying the project.

The establishment of "Guide Clearances" for Coalbank Slough has been discussed with the OSHD Assistant Bridge Engineer in connection with the proposed replacement bridge because of past controversy and unknown future usage of the waterway. "Guide Clearances" should greatly assist you in design of the proposed replacement bridge. Enclosed is a "DRAFT" Notice of a proposal to establish "Guide Clearances" for Coalbank Slough.

Bob 1-14-76
Gifford – respond to their draft notice and send b.c. to Lwk for our file

PROJECT MANAGEMENT
JAN 14 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter

NOTED
MARIE STEPHENS

Subj: Notice of Intent to Replace Coalbank Slough Highway 101 Bridge
at Coos Bay, Oregon

Your comments to the "Notice" are solicited. Your cooperation is appreciated.

Sincerely,

R.C. Walton

R. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) DRAFT Guide Clearances for Bridges
over Coalbank Slough at Coos Bay, Oregon

COPY TO:
OSHD, Salem, OR - Attn: Mr. Bob Ellison
FHWA, Portland, OR - Attn: Mr. Irvin Lloyd
FHWA, Salem, OR - Attn: Mr. Herb Schell

Versteeg

1859

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

January 12, 1976

1 Versteeg ✓
Olson
2 Terpin T
3 Scott
Swenson
Pederson
copy Trout T

RECEIVED
JAN 16 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

Thank you for the meeting notice concerning replacement of the Coalbank Slough Bridge in Coos Bay. We will be unable to attend, but would like to provide the following information.

If, in the reconstruction of the bridge, 50 cubic yards or more of material is to be filled, removed, or displaced within the banks of Coalbank Slough or adjacent marsh lands, a permit from this office will be required in accordance with ORS 541.605 et seq.

In addition, since the submerged lands of Coalbank Slough in this area are state owned, we will need to prepare an easement for the bridge crossing once the location is decided upon. Our records indicate that an easement for the existing structure has never been prepared. Mr. Don Trout of your Salem office is the person we normally work with on permit and easement matters.

Please let us know if there are any questions or if we may be of assistance.

Sincerely,

Stanley F. Hamilton, P.E.
Waterway Manager

By:

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

cc: Rulien Ed Versteeg.
sent - ST

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

January 5, 1976

NOTED
E. S. HUNTER

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. Glen L. Clark, Regional Federal Aid Engineer

Dear Mr. Shirley:

Thank you for your letter of December 29, 1975 informing me of the State's planning and programming efforts regarding Coalbank Slough Bridge on the Oregon Coast Highway at the South City Limits of Coos Bay and the extension of the Broadway - Bayshore Drive one-way couplet from Curtis Avenue to the Coalbank Slough Bridge. It is indeed rewarding to learn of your positive actions regarding the Bridge - Couplet project in our city. Purely for informative purposes, you might be interested to know that the couplet portion of the present Bridge - Couplet project has been a City of Coos Bay proposal since 1960. Therefore, we are indeed pleased with the positive actions the State is undertaking.

In your letter you ask the city .... "to make at least a verbal presentation and, if possible, leave a written comment for the project file documentation" at the January 27th meeting. The city in June of 1975 prepared and distributed a project brief regarding the couplet portion of the Bridge - Couplet project. I herewith am sending the Highway Division another copy of the project brief and all relevant communications received to date. In addition, I am enclosing all relevant communications I have with respect to the Bridge project. I am certain that review of all material submitted herein will clearly establish the city's favorable reaction to the currently scheduled Bridge - Couplet project. I personally, or my representative, will attend the January 27th meeting and make a verbal presentation. Please consider this letter and its enclosures as the city's favorable written comment regarding the speedy implementation of the Bridge - Couplet project subject to further coordination between our agencies. Further project coordination is required due to some design considerations which

NOTED
E. S. HUNTER

NOTED
F. D. KLABOE

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
Hunter
FOR

Info	Invcs	R/D	D/R	Sign	Act	File

have surfaced since the enclosed city's "project brief" was prepared. These design considerations involve:

1. Provision for an industrial road underneath the northerly section of Coalbank Bridge which will connect industrial lands adjacent to both sides of the highway.
2. Reconsideration of the Johnson - Highway intersection signalization.

Please refer to exhibit "C" of enclosed Project Brief. The above considerations are detailed in red ink.

In addition in your letter of December 29th you state that due to funding considerations the project may have to be seperated into two phases for construction: the bridge portion and the couplet portion later. I would with all due respect suggest the Highway Division seriously consider reordering the project's construction phasing: the project should either remain as a single construction phase (which we prefer), or, if separated into two phases, the couplet phase should be constructed first since the city's share (24% - or $235,000) of the cost is already allocated and the state's share (76%, or roughly $760,000) will be much simpler to come by than say the 2.9 to 5.6 million dollars for the bridge. However, I restress the fact that the city prefers to have the Bridge - Couplet project undertaken as a single unit in 1978 (or sooner) as tentatively planned. We (city) sincerely believe the Highway Division with sincere effort and minor adjustments can undertake the Bridge - Couplet project in 1978 as a single unit project. The rewarding benefits which accrue both from increased traffic safety and capacity and stimulated economic development of a blighted city area are badly needed and will be welcomed by all residents of the Coos Bay Urban Area.

We look forward to the speedy implementation of this long overdue project and to increased and continued cooperation/coordination with the Highway Division to improve the Coos Bay Urban Area's major traffic circulation system in order that it may fulfill its designated role as the economic growth center of South Coastal Oregon. Should you have any questions regarding this matter, please contact me through our Planning Department

Respectfully submitted,

Robert A Vratney

CITY OF COOS BAY PLANNING COMMISSION
Robert Vratney, Chairman

Enclosures

Relign
Coos Bay
LOC 17
Coalbank Slough Br.
& Couplet

SEE ATTACHED MAILING LIST

December 29, 1975

The State Highway Division has begun the planning of the project aimed at replacing the Coalbank Slough Bridge on the Oregon Coast Highway at the south city limits of Coos Bay in the Bunker Hill area and extension of the Broadway-Bayshore Drive one-way couplet from Curtis Street to the Coalbank Slough Bridge.

In keeping with the requirements of the Oregon Action Plan, a meeting is being scheduled for Tuesday, January 27, 197~~5~~6 at 1:00 p.m. in the Coos Bay Library, 525 Anderson Street, Coos Bay, for all interested governmental agencies.

As such an agency, you are invited to send representatives to this meeting. It would be appreciated if you would be prepared to make at least a verbal presentation and, if possible, leave a written comment for the project file documentation.

The bridge portion of the project envisions three proposals at this time: one, a replacement in kind at the present site. The second consideration would be to relocate a low level quick opening bascule span somewhat northerly of the present bridge. The third would be a high level fixed span at the same northerly location.

The couplet extension would follow the route of First Street southerly through the present Southern Pacific Railroad terminal and parallel the present US101 to the bridge site.

RECEIVED
COUNTY & CITY SECTION
DEC 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DEC 30 1975

December 29, 1975
Page Two

Due to funding considerations, the project may be separated into two phases for construction: the bridge portion and the couplet portion later. Tentatively, the bridge portion is on the Six-Year Construction Program for fiscal year 1978.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Walter J. Hart
L. V. Blickenstaff ---- Please plan to attend
B. E. Brown ----------- " " " "
Karl Elfving
Gary Waltenbaugh ------- " " " "
Eb Engelmann ----------- " " " "

Mailing list for letter of December 29 to agencies interested in Coalbank Slough Bridge and couplet project.

Mrs. Nancy Roess, Chairman
Coos Bay Planning Commission
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

Mr. George Lavios
Planning Director
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

Mr. Richard Kahanek
City Manager
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

Mr. Joe A. Schwarm
Director of Public Works
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

Hon. Woodrow Robison, Chairman
Board of Commissioners
Coos County
Courthouse
Coquille, OR 97423

Mr. Robert Gerdis
Planning Director
Coos County
Courthouse
Coquille, OR 97423

Mr. Larry Qualman
Commission Chairman
Port of Coos Bay
P. O. Box 1226
Coos Bay, OR 97420

Ms. Sandra Diedrich
Planning Director
Coos-Curry Council of Governments
P. O. Box 647
North Bend, OR 97459

Col. Clarence D. Gilkey
District Engineer
Army Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Mr. A. B. Christensen, Assistant
Aids to Navigation Branch
United States Coast Guard
915 Second Avenue
Seattle, WA 98174

Ms. Jan Haley
Waterway Permit Supervisor
Division of State Lands
1445 State Street
Salem, OR 97310

Mr. Harold F. Brauner, Director
Land Conservation and
Development Commission
240 Cottage S.E.
Salem, OR 97310

Mr. Richard Reiter, Administrator
Dept. of Environmental Quality
Southwest Regional Office
100 S.E. Stephens Street
Roseburg, OR 97470

Ms. Anne Montgomery, Chairperson
Bay Area Environmental Committee
P. O. Box 3385
Empire Station
Coos Bay, OR 97420

Regional Director
U.S. Fish & Wildlife Service
P. O. Box 3737
Portland, OR 97208

Program Director
National Marine Fisheries Service
P. O. Box 4332
Portland, OR 97208

CONTINUED ...

Mailing list - Continuec

Mr. Rollie Rousseau
Assistant Chief, Environmental Section
Department of Fish & Wildlife
P. O. Box 3503
Portland, OR 97208

Mr. Ken Cochrun
Regional Supervisor
Department of Fish & Wildlife
3140 N.E. Stephens
Roseburg, OR 97470

101158

mai 14-T-1
Coalbank
~~LL.~~
~~LP.~~

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 25, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project RF-172(11)
Coalbank Slough Bridge
Oregon Coast Highway

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I concur with your revised classification of the subject project as explained in Mr. Rulien's October 29 letter.

William H. Kappus
for G. L. Green

NOTED
. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 26 '75
Rulien

10,156

MAI 14-1-1
Coalbank
Spec.

c

October 29, 1975

Jim Kingzett, Legis. Assist.

Packwood's proposed legislation to change Highway Trust Fund; asks schedule of Coalbank Slough Bridge.

SEE: ACC 9-5 - Trust Fund -- Special

mai 14-1-1
Coalbank
Sp.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPART NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 16, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project RF-172(11)
Coalbank Slough
Coast Highway, Coos County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In our March 4, 1975 letter on the subject project we concurred with your finding that the proposed project constituted a non-major action. We have since reevaluated our position.

In view of the serious concerns raised by the commenting agencies of the State Clearinghouse Review and those of the ✓ U. S. Coast Guard we are withdrawing our concurrence and requesting the subject project be reassessed.

NOTED
E. S. HUNT

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eb Englemann, Reg Env

RECEIVED
OCT 17 1975

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO
[illegible]
FOR

Info	Inves	R.D	D.R	Sign	Act	File
✓						

cy Schroeder ✓

NOTED
R. L. SCHROEDER

[illegible] 14-1-1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March ~~4~~ 11, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project RF-172(-)
Coalbank Slough
Coast Highway, Coos County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's February 20, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

Attachment
Project Assessment

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 11 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | ~~Act~~ | File

3-11-75
Rulien - Please handle.

RECEIVED
MAR 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-11-75
ORIGINAL TO
L. W. Rulien
w/att.

Mai 14-1-1
A.P.
Coalbank

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

10-15-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
U-172(11)

STATE PROJECT NO.
Coalbank Slough
Bridge Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
U-205

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	7 October 15, 1975	Primary Route 2
		STATE ROUTE NUMBER Primary Route 9

GENERAL LOCATION:
US 101 Johnson Ave. (Coos Bay) SE 0.46 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☒ PRELIMINARY ENGINEERING TO DETERMINE LOCATION XXXX and design.

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of October 15, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 6, 1975 letter you are authorized to proceed with the necessary work to obtain location/design approval at a total estimated cost of $35,000 - federal funds $27,300.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-15-75	CRBurghardt for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 10-15-75

BY (Signature): L.W. Rulien's October 6, 1975 lette

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

~~STAGE~~ XX ITEM NOS. 205 THRU ______

~~STAGE~~ XX ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
205	U-172(11)	0.46	50,000	39,000	Coalbank Slough Bridge Section. Coos County State of Oregon	Preliminary Engineering includi utility preparatory work.

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-15-75	C R Burghardt fr G. L. Green, Division Administrator

**

* Program approval [illegible] shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obli-tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 91

[illegible] 14-1-1
Coalbank

PRO-6-2 YP.

October 6, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. U-172(11)

We are submitting program data for one preliminary engineering project, Item No. 205, Project No. U-172(11), "Coalbank Slough Bridge Section", which we desire to have included in the Federal-Aid Urban Extension Highway Program.

We request, concurrent with approval of the program, authorization to proceed with preliminary engineering through location/design approval at an estimated total cost of $35,000 with federal funds of $27,300.

Copies of the State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval were previously submitted.

CL:jb

Encl.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

10-6-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US101, Johnson Ave.(Coos Bay), S.E. 0.46 Mi.		22,000	32,000	95	10	Oregon	41	032	205

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
Engineering								U-	172(11)		

NDS Urban Extension

Coos Bay

COUNTY NAME: Coos CODE: 011

ROUTE NO.: P FEDERAL-AID: 2 STATE: 9 U.S.: 101

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 101 Johnson Ave. (Coos Bay), S.E. 0.46 Mi.	0.46	50,000	39,000	11,000		P.E. all phases including PS & E preparation & P.E. by Utility Forces.
ROW								(Future construction of a double leaf draw span bridge with necessary grading & paving of approaches)
CONST (CODE)		"Coalbank Slough Bridge Section"						ROW -- 80' minimum; Access Control - none; Parking Restrictions - none.
BY		PROJECT TOTALS	0.46	50,000	39,000	11,000		

PPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O. 10-6-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US101, Johnson Ave.(Coos Bay), S.E. 0.46 Mi. 21 65	ADT	PRESENT 22,000	FUTURE 32,000 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STAT COD 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) U- 14 23	NUMBER 172(11) 7

CARD 4	CLASS OF FEDERAL FUNDS Urban Extension	COUNTY NAME Coos			CODE 011 (14) (16)	
	NAME OF URBAN AREA 17-31 Coos Bay	ROUTE NO. P	FEDERAL-AID 2 (32)	STATE 9 (36)	U.S. (37) 101 (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**		US 101 Johnson Ave. (Coos Bay), S.E. 0.46 Mi.	0.46	50,000	39,000	11,000		P.E. inclu prépa by Ut
5					**ROW**								(Futu of a draw nece pavi
5					**CONST** (CODE)		"Coalbank Slough Bridge Section"						ROW Acce none Rest

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.46	50,000	39,000	11,000	
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (33)	REMARKS	

USCO

COALBANK SLOUGH BRIDGE SECTION

PROJECT NO. U-172(11)

lity:

- 60-foot curbed roadway section with 4-foot median.
e - 72-foot double leaf Bascule span with 361-foot
composite steel and timber pile trestle approach
spans; H.C. 50'; H-15 loading.

ions:

- 60-foot curbed roadway section with 4-foot median.
- 60-foot curbed roadway section with 4-foot median.

is project consists of preliminary engineering all
ing preliminary engineering by utility forces, for
nstruction necessary to replace the existing bridge
leaf draw span with required grading and paving of

, Airports, Railroads, Water Developments, Historical
nal Areas: None involved.

uirements:

lic Hearings-Opportunity for a hearing will be offered.
ation/Design-Approval will be requested under separate
ion.

IM 50-1-70 Requirements: State Clearinghouse and District 7 Clearinghouse A-95 review letters of approval dated September 17, 1975 and August 15, 1975 respectively, were submitted previously.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 4, 1975.

Data for PR-37:

Preliminary Engineering-Field Work	- $35,000.00
P. S. & E. Preparation	- 15,000.00
Total	- $50,000.00

Note: This project is in Congressional District No. 4.

COALBANK SLOUGH BRIDGE SECTION

PROJECT NO. U-172(11)

Existing Facility:

Roadway - 60-foot curbed roadway section with 4-foot median.
Structure - 72-foot double leaf Bascule span with 361-foot composite steel and timber pile trestle approach spans; H.C. 50'; H-15 loading.

Adjacent Sections:

N. End - 60-foot curbed roadway section with 4-foot median.
S.E. End - 60-foot curbed roadway section with 4-foot median.

Project Data:

Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces, for the future construction necessary to replace the existing bridge with a double leaf draw span with required grading and paving of approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-75 Requirements:

(a) Public Hearings-Opportunity for a hearing will be offered.
(b) Location/Design-Approval will be requested under separate action.

IM 50-1-70 Requirements: State Clearinghouse and Di
house A-95 review letters of approval dated Septembe
August 15, 1975 respectively, were submitted previou

FHPM 7-7-2 Requirements: Nonmajor action project co
on March 4, 1975.

Data for PR-37:

Preliminary Engineering-Field Work	- $35,000.00
P. S. & E. Preparation	- 15,000.00
Total	- $50,000.00

Note: This project is in Congressional District No.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Mai 14-15
Coalbank
Sl. Br

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Coalbank Slough Bridge

DATE: September 17, 1975

The state has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☒ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. ~~No significant issues remain.~~

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

September 23, 1975

cc: G.L. Green, FHWA
F. B. Klaboe
V.D. Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
Gary Potter
G.N. Hopkins
B.L. Gifford
D.E. Swan
B.E. Brown
Alfred Shirley, Jr.
Aeronautics Div.
W.J. Hart

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
JUL 11 1975
DIVISION OF STATE LANDS

JUL 21 1975

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7506 2 900 Due Date: JUL 25 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
STATE HWY ENG
SEP 23 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

(✓) Additional comments ~~for project improvement~~. (Attach if necessary) attached.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

(OVER)

Agency Lands By

An easement across the state-owned submerged lands of Coalbank Slough will be required from the Division of State Lands. Contact Earle Johnson, Waterway Biologist, for application form and details; phone 378-3805.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
JUL 14 1975
SALEM

JUL 23 1975

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7506 2 900 Due Date: JUL 25 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.
( ) We have no comment.
( ) Effects, although measurable, would be acceptable.
( ) It has adverse effects.
( ) We are interested but require more information to evaluate the proposal.
( ) Please coordinate the implementation of the proposal with us.
(X) Additional comments for project improvement. (Attach if necessary)

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

- - - - - - - - - - -

REMARKS (Please type or print legibly)

(SEE ATTACHED)

(OVER)

Agency LCDC 7/21 By John R. [illegible]
B.K.

Additional Comments A-95 Project # 7506 2 900

The state has recognized estuaries as critical environmental resources for several years. There is not recognition of this resource on page 5 item 6 of the attachment. Highways have had major adverse impacts on many Oregon estuaries including Coos Bay. It may be that this bridge reconstruction project would have a minimal impact on the estuary. LCDC requests that the Department provide information for this and other projects in estuarine areas describing proposed alterations* of the estuarine area*, the projected hydraulic effects and water quality impacts. Construction methods and timing should be planned to minimize adverse impacts on the estuary.**

*Definitions

Alterations: An artificial physical modification of submerged, submersible or dry land, including but not limited to fill, removal, excavation, channel changes, rip-rap, bulkheading, seawalls, groins, tide-gates, floating structures and jetties.

Estuary: A semi-enclosed body of water where freshwater from streams meet and mix with saltwater from the sea. The estuary includes: (1) estuarine waters; (2) tidelands; and (3) tidal marshes.

Estuarine Area: The open waters, submerged lands, submersible lands and adjacent shorelands of an estuary.

**These comments are based in part upon draft Land Use Goals and Guidelines for the coastal zone.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
JUL 11 1975
FISH COMMISSION

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

JUL 11 1975

PNRS STATE REVIEW

Project #: 7506 2 900 Due Date: JUL 25 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

(X) It has adverse effects.

(X) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

Info
Inves
R/D
D/R
Sign
Act
File
FOR
REFER TO
SEP 23 '75
RECEIVED
STATE HWY ENGR.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

There is no question over the need to replace the bridge.

We question the need for a lift span, however. Developmental pressures could intensify requests for salt marsh filling and alteration.

Agency Fish By C. K. Wolf

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

JUL 28 1975

PNRS STATE REVIEW

Project #: 7506 2 900 Due Date: JUL 25 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

RECEIVED
STATE HWY ENGR
SEP 23 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Coalbank Slough bridge needs to be replaced, but there is not a need for a draw bridge or to open the slough to development. Increasing commercial accessibility would cause serious impact upon the estuarine and riparian habitats and to the biological productivity of the area.

During construction, all standard precautions must be taken to avoid direct impacts to the slough environment.

Agency ~~Wildlife~~ DEPARTMENT OF FISH AND WILDLIFE

By William E. Pitney 7/23/75
Environmental Management Section

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

7-22

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUL 14 1975

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

JUL [illegible] 1975

PNRS STATE REVIEW

Project #: 7506 2 900 Due Date: JUL 25 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

RECEIVED
STATE HWY ENGR.
SEP 23 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

- - - - - - - - - - -

REMARKS (Please type or print legibly)

AIR QUALITY – "NO COMMENT"

Agency DEQ By Glen D. Carter

[illegible]

September 4, 1975

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Mark:

We are in the early stages of developing a project for the replacement of the Coalbank Slough Bridge on US101, immediately south of Coos Bay. The condition of this bridge is such that its replacement at an early date is a necessity. Our field survey effort also includes the extension of the one-way couplet in the city of Coos Bay.

These projects are of such scope as to require project citizen advisory committees and public hearings. We anticipate contracting in Fiscal Year 1978.

[illegible]

Financing the work will definitely be a problem. The projects are within the Coos Bay urban area; US101 is a Federal Aid primary route. The only monies available are Federal Aid Urban Extension funds. Oregon receives approximately $2.6 million of Federal Aid Urban Extension funds per year. If the financial problems can be resolved, it is possible that we could contract both the bridge replacement and the couplet as one job. If not, we will obviously have to tackle the projects one at a time.

The Coalbank Slough Bridge is on the Federal Highway Administration's list of structures that may become eligible for special bridge replacement money. However, Oregon has been receiving relatively little money from this program. If additional special bridge replacement funds can be made available to replace the bridge, then obviously financing of the total project would be much easier.

We would appreciate anything you could do toward making additional special bridge replacement monies available, and we would be happy to keep you posted as to the status of these worthwhile projects.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
Victor D. Wolfe
L. W. Rulien
Alfred Shirley, Jr.

LWR:ljt srb

MARK O. HATFIELD
OREGON

United States Senate
WASHINGTON, D.C.

RECEIVED
STATE HWY ENGR
AUG 26 '75
REFER TO
Hunter
FOR
Info Inves [✓ R/D] D/R Sign Act File

August 22, 1975

Mr. F.B. Klaboe
Administrator and State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Fred:

The City of Coos Bay, Oregon has sent me materials relating to its proposal entitled, "One-Way Couplet Extension Oregon Coast Highway 9." I understand this proposal is now pending in your office. As you are aware, the City of Coos Bay desires federal support for this project.

I am writing to inquire what you intend to do about the proposal. If, of course, you would approve it for federal funding, I would like to know. I would be happy to be of all possible assistance bringing federal funds to bear on this project.

I would appreciate your attention to this inquiry, and would appreciate a status report as soon as possible.

Best regards.

Sincerely,

Mark O. Hatfield
United States Senator

NOTED
F. B. KLABOE

MOH:mgj

[illegible] 14-1-1

JOHN L. MC CLELLAN, ARK., CHAIRMAN

WARREN G. MAGNUSON, WASH.
JOHN C. STENNIS, MISS.
JOHN O. PASTORE, R.I.
ROBERT C. BYRD, W. VA.
GALE W. MC GEE, WYO.
MIKE MANSFIELD, MONT.
WILLIAM PROXMIRE, WIS.
JOSEPH M. MONTOYA, N. MEX.
DANIEL K. INOUYE, HAWAII
ERNEST F. HOLLINGS, S.C.
BIRCH BAYH, IND.
THOMAS F. EAGLETON, MO.
LAWTON CHILES, FLA.
J. BENNETT JOHNSTON, LA.
WALTER D. HUDDLESTON, KY.

MILTON R. YOUNG, N. DAK.
ROMAN L. HRUSKA, NEBR.
CLIFFORD P. CASE, N.J.
HIRAM L. FONG, HAWAII
EDWARD W. BROOKE, MASS.
MARK O. HATFIELD, OREG.
TED STEVENS, ALASKA
CHARLES MC C. MATHIAS, JR., MD.
RICHARD S. SCHWEIKER, PA.
HENRY BELLMON, OKLA.

JAMES R. CALLOWAY
CHIEF COUNSEL AND STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

July 28, 1975

Mr. L. W. Rulien
State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

It has come to my attention that the State Highway Division has submitted an application to the Federal Highway Administration for a grant in the amount of $3,510,000 to replace the existing Coalbank Slough Bridge on US-101.

In an effort to provide maximum service to the State, I have written to the Administrator of the FHA expressing my interest in the application and asking that I be notified of any decision that may be made in the matter. The fact that I have communicated with the agency does not guarantee funding, but I hope it will insure a fair review of the application. At such time as I have further word concerning this matter, I will be in touch with you, again.

With best regards.

Sincerely,

Mark O. Hatfield
United States Senator

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUL 31 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

MOH:jhl

July 31, 1975
cc: G. L. Green, FHWA
~~F.~~ B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
B. E. Brown
Alfred Shirley, Jr.
Aeronautics Div.
W. J. Hart

Ben
Send cc Klaboe
Response to A-95 review
R

I

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

DIRECTOR'S FILE

SEP 3 1975

IN REPLY REFER TO:
HNG-33

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in further reply to your letter of July 28 expressing support for the Oregon Department of Transportation's application for Federal funds to replace the Coalbank Slough Bridge on U.S. Route 101 in the city of Coos Bay, Oregon. Your letter was previously acknowledged on August 12.

The State has not submitted a program application for the subject project, but does expect to submit a program application for preliminary engineering funds in the near future. A new environmental assessment is being prepared and public hearings are anticipated early in 1976. Construction of the replacement bridge is currently scheduled for 1978.

We appreciate your interest in this project and hope this information will be of assistance to you.

Sincerely yours,

Norbert T. Tiemann
Federal Highway Administrator

FHWA Oregon Div.

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION
~~LOCAL GOVERNMENT RELATIONS DIVISION~~

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

RECEIVED
STATE HWY ENGR
AUG 4 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 30, 1975

Mr. L. W. Rulien
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Re: Coalbank Slough Bridge
PNRS #7506 2 900

This confirms the present status of the State Clearinghouse review of your proposal.

Your Notice of Intent was circulated for review among the appropriate state agencies. The State Department of Fish and Wildlife identified potentially significant conflicts between your project and policies concerning aquatic life. These comments are attached for your attention.

The State Clearinghouse cannot conclude its review until the questions and concerns of this state agency have been resolved. You should work closely with Chuck Walters and Bill Pitney of Fish and Wildlife, and provide them with any information requested.

Please feel free to contact Leslie Lehmann, State Clearinghouse Coordinator, (378-3732), if you need any assistance.

Sincerely,

William H Young

William H. Young
Administrator

BEN GIFFORD

WHY:lm

JUL 31 1975

Enclosures
cc; G. L. Green, FHWA
F. B. Klaboe ✓
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins
B. L. Gifford
D.E. Swan
B. E. Brown
Alfred Shirley, Jr.
Aeronautics Div.
W. J. Hart

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7506 2 90C Due Date: JUL 25 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Coalbank Slough bridge needs to be replaced, but there is not a need for a draw bridge or to open the slough to development. Increasing commercial accessibility would cause serious impact upon the estuarine and riparian habitats and to the biological productivity of the area.

During construction, all standard precautions must be taken to avoid direct impacts to the slough environment.

DEPARTMENT OF FISH AND WILDLIFE
Agency

By William E. Pitney 7/23/75
Environmental Management Section

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
JUL 11 1975
FISH COMMISSION

PNRS STATE REVIEW

Project #: 7506 2 900 Due Date: JUL 25 1975

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☒ It has adverse effects.
- ☒ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

There is no question over the need to replace the bridge.

We question the need for a lift span, however. Developmental pressures could intensify requests for salt marsh filling and alteration.

Agency Fish By

Rulien

LOC 17 Coos Bay

Hwy 241
& Hwy 9

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Karl Elfving
1144 Anderson
Coos Bay, OR 97420

Dear Mr. Elfving:

This will acknowledge your request for vehicular volume data to Mr. Bill Brown of our Coos Bay office.

Attached is the latest published data copied from the official Highway Division's publication "Traffic Volume Tables for 1974" (No. 75-1).

The first location north of Coalbank Slough Bridge would be the same volume as the south city limits of Coos Bay being at the center of the bridge. This is 22,500 vehicles per day.

The second location (on the Coos River Highway at the railroad overpass) would be somewhere between 9,100 vehicles per day at Isthmus Slough Bridge and 10,300 fifty feet east of US101.

The third location would be traffic from and to Kruse Avenue. This is a city street and unless some special investigation is requested, no data would be available. However, I have contacted Mr. Joe Schwarm, Director of Public Works, Coos Bay, and he has agreed to assist by making some hose-type recorder counts on Kruse Avenue. When these counts are available, you will be sent copies.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

[illegible] BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By Glen L. Clark
Regioanl Federal-Aid Engineer

Attachments
GLC/dd

cc: L.W. Rulien
Bill Brown

RECEIV
COUNTY & CITY SECTION
JUL 28 1975
☑ ENGR. ☐ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

ACTION INFO
JUL 25 1975

1974 ADT All Vehicles
11,000
11,900
12,700
22,000
24,700
14,900
18,500
7,800
7,100
8,300
9,600
8,000
7,400
7,200
5,800
10,900
13,300
10,900
9,700
8,800
9,200
7,700
7,800
7,200
5,800
10,400
11,200
8,500
5,500
4,600
4,500
4,000
3,900

Mile Post	Location Description	1974 ADT All Vehi
0.06	0.06 mile south of Coos Bay-Roseburg Highway (ORE42)	7,9
0.26	0.01 mile north of Edwards Avenue	7,7
0.51	South city limits of Winston	5,2
1.01	0.01 mile south of Dillard Gardens Road	5,4
1.63	0.01 mile north of Hult Avenue at Dillard	5,6
1.65	0.01 mile south of Hult Avenue at Dillard	5,8
1.80	0.01 mile north of Schoolhouse Road	5,2
1.82	0.01 mile south of Schoolhouse Road	5,1
2.91	0.20 mile south of Roseburg Lumber Company	3,2
4.49	Dillard Bridge-South Umpqua River	3,0
5.51	0.01 mile north of Dole Road	2,7
5.53	0.01 mile south of Dole Road	1,6
8.04	0.30 mile northwest of Pacific Highway (I5)	1,3

DRAIN-YONCALLA HIGHWAY NO. 236

Mile Post indicates distance from Umpqua Highway, ORE38, in Drain

Mile Post	Location Description	1974 ADT All Vehi
0.01	0.01 mile south of Umpqua Highway (ORE38)	4,2
0.09	On Elk Creek Bridge	4,6
0.18	0.01 mile north of Division Street	4,1
0.20	0.01 mile south of Division Street	4,10
0.27	0.01 mile south of Payton Street	3,35
0.47	0.01 mile north of Lane Street	3,00
0.61	South city limits of Drain	1,60
2.22	0.01 mile north of Boswell Road	1,45
2.24	0.01 mile south of Boswell Road	1,45
5.02	0.01 mile south of Halo Trail Road	1,90
5.22	North city limits of Yoncalla	1,90
5.35	0.01 mile north of Applegate Avenue	2,25
5.37	0.01 mile south of Applegate Avenue	2,05
5.56	South city limits of Yoncalla	1,70
5.71	0.01 mile south of Scotts Valley Road	1,10
6.70	0.01 mile south of Wilson Road	1,10
7.66	0.40 mile north of Pacific Highway (I5)	1,00

MYRTLE CREEK HIGHWAY NO. 237

Mile Post indicates distance from Pacific Highway, I5, north of Myrtle Creek

Mile Post	Location Description	1974 ADT All Vehi
0.40	West city limits of Myrtle Creek	4,20
0.67	0.01 mile south of 4th Street	4,90
0.80	0.01 mile north of 1st Street	5,80
0.92	0.01 mile north of Riverside Drive	6,40
1.47	South city limits of Myrtle Creek	5,10
1.99	0.01 mile south of Norton Lane	5,00
2.53	0.01 mile north of Wecks Road	4,80
4.19	0.01 mile north of Chadwick Lane	4,40
5.13	0.01 mile north of county road	3,70
5.22	0.50 mile northeast of Pacific Highway (I5) at Riddle Road Interchange	3,40

CAPE ARAGO HIGHWAY NO. 240

Mile Post indicates distance from Oregon Coast Highway, US101, in North Bend

On Virginia Avenue

Mile Post	Location Description	1974 ADT All Vehicles
0.01	0.01 mile west of Oregon Coast Highway (US101)	9,700
0.09	0.01 mile east of McPherson Avenue	11,800
0.16	0.01 mile west of Meade Avenue	15,900
0.43	Pony Slough Bridge	16,600
0.77	0.01 mile east of Broadway	13,300
0.79	0.01 mile south of Virginia Avenue on Broadway	10,700
1.31	0.01 mile north of 16th Street	10,900
1.33	0.01 mile south of 16th Street	11,200
2.24	West city limits of North Bend, east city limits of Coos Bay	8,400
3.16	0.01 mile east of Empire-Coos Bay Highway	8,200
3.18	0.01 mile west of Empire-Coos Bay Highway	14,200
3.45	0.01 mile west of Main Street	13,000
3.71	0.01 mile east of Broadway Street	9,000
3.73	0.01 mile south of Newmark Avenue	7,400
3.92	0.01 mile south of Noble Avenue	7,500
4.12	0.01 mile south of Pacific Avenue	7,300
4.54	South city limits of Coos Bay	7,300
5.13	0.01 mile south of Spaw Blvd.	7,100
6.09	0.01 mile south of Tarheel Road	6,000
6.89	0.10 mile north of Barview Pigeon Pt. Road	5,500
8.13	0.01 mile west of Joe Ney Road	4,300
8.52	0.01 mile east of Broadway at Charleston	4,200
8.89	0.10 mile west of Seven Devils Road	1,650
8.82	0.50 mile south of Coos Head Road	1,150
11.53	0.01 mile north of entrance to Sunset Bay State Park	720
12.64	0.01 mile north of entrance to Shore Acres State Park	340
14.07	0.01 mile north of entrance to Cape Arago State Park	310

COOS RIVER HIGHWAY NO. 241

Mile Post indicates distance from Oregon Coast Highway, US101

Mile Post	Location Description	1974 ADT All Vehicles
0.01	0.01 mile east of Oregon Coast Highway (US101)	10,300
0.51	Isthmus Slough Bridge	9,100
0.72	South city limits of Eastside	7,000
1.11	0.01 mile south of "D" Street	6,100
1.13	0.01 mile east of 6th Avenue	4,500
1.33	0.01 mile west of 10th Avenue	4,450
1.77	0.02 mile west of 16th Avenue	4,300

Mile Post	Location Description	1974 ADT All Vehicles
.61	Lincoln-Lane County Line	2,250
.39	0.01 mile south of Ten Mile Creek Road	2,300
4.40	Rock Creek Bridge	2,350
.36	0.20 mile south of entrance to Devils Elbow State Park	2,850
.78	Sutton Creek Bridge	3,100
.23	0.01 mile north of Heceta Beach Road	3,600
.76	0.01 mile north of Munsel Lake Road	3,600
.02	North city limits of Florence, 0.25 mile south of Munsel Lake Road	4,000
.63	0.01 mile south of 36th Street	4,900
.04	0.01 mile south of 29th Street	5,700
.44	0.01 mile south of 22nd Street	6,500
.73	0.01 mile south of 17th Street	7,300
.97	0.01 mile south of 13th Street	8,400
.16	0.13 mile north of Florence-Eugene Highway (ORE126)	9,600
.30	0.01 mile south of Florence-Eugene Highway (ORE126)	11,600
.52	0.01 mile north of Rhododendron Drive	11,700
.54	0.01 mile south of Rhododendron Drive	11,300
.65	0.01 mile south of Nopie Street	10,000
77	0.01 mile south of 2nd Street	8,900
98	South city limits of Florence	7,700
.36	0.01 mile south of Glenada Road	7,300
46	0.01 mile north of entrance to Honeyman State Park	6,500
8	0.01 mile south of entrance to Honeyman State Park	5,300
6	0.01 mile south of road to Clear Lake Road	4,400
72	0.01 mile south of Westlake Road	3,800
8	Lane-Douglas County Line	3,300
72	Tahkenitch Creek Bridge	3,400
3	0.01 mile north of Smith River Road	4,200
46	0.01 mile north of Spring Street	4,700
8	0.01 mile south of Spring Street at Gardiner	5,300
4	0.01 mile south of Pitt Street at Gardiner	6,500
1	North city limits of Reedsport	6,800
5	0.01 mile south of Umpqua Highway (ORE38)	10,400
8	0.01 mile northeast of Winchester Avenue	10,000
0	0.01 mile southwest of Winchester Avenue	12,300
52	0.01 mile northeast of 20th Street	11,500
70	0.01 mile southwest of 22nd Street	9,400
4	West city limits of Reedsport	6,600
4	0.60 mile northeast of 8th Street in Winchester Bay	6,400
4	0.20 mile southwest of 8th Street in Winchester Bay	5,600
1	0.10 mile south of road to Umpqua Lighthouse	5,600
0	Winchester Automatic Recorder, Sta. 10-001, 3.40 miles south of Winchester Bay	5,600
2	0.01 mile north of Lakeside Road	5,300
4	0.01 mile south of Lakeside Road	5,500

US101 Oregon Coast Highway

Mile Post	Location Description	1974 ADT All Vehicles
228.93	0.10 mile north of road to Shutters Landing	5,800
229.26	0.01 mile north of county road at Hauser	6,500
229.28	0.01 mile south of county road at Hauser	7,700
233.09	Haynes Inlet Bridge	8,400
234.03	North city limits of North Bend	11,300
235.03	0.01 mile north of Florida Avenue	13,400
235.05	0.01 mile south of Florida Avenue	13,600
235.32	0.01 mile north of California Avenue	14,600
235.40	0.01 mile north of Cape Arago Highway	15,600
235.42	0.01 mile south of Cape Arago Highway	17,000
235.56	0.01 mile north of Sheridan Avenue	16,100
235.58	0.01 mile south of Sheridan Avenue	18,800
236.77	South city limits of North Bend, north city limits of Coos Bay	20,000
	On Bayshore Drive	
237.57	0.01 mile north of Hemlock Avenue	21,400
237.59	0.01 mile south of Hemlock Avenue	21,900
	SOUTHBOUND - ONE-WAY TRAFFIC	
	On Broadway	
237.84	0.01 mile south of Fir Avenue	11,500
238.20	0.01 mile north of Empire-Coos Bay Highway, (Westbound)	13,000
238.32	0.01 mile south of Empire-Coos Bay Highway, (Eastbound)	12,500
	NORTHBOUND - ONE-WAY TRAFFIC	
	On Bayshore Drive	
237.84N	0.01 mile south of Fir Avenue	11,400
238.22N	0.01 mile north of Empire-Coos Bay Highway, (Westbound)	12,300
238.33N	0.01 mile south of Empire-Coos Bay Highway, (Eastbound)	12,200
	RESUME TWO-WAY TRAFFIC	
	On Broadway	
238.52	0.01 mile south of Elrod Avenue	21,000
238.83	0.01 mile north of Ingersoll Avenue	22,300
238.85	0.01 mile south of Ingersoll Avenue	22,900
239.22	South city limits of Coos Bay	22,500
239.68	0.20 mile south of Coos River Highway	11,300
240.37	0.01 mile south of Lorane Avenue	11,000
241.90	0.10 mile north of old Shingle House Slough Road	9,700
243.49	0.10 mile north of Sumner Road	9,000
244.07	0.20 mile north of Coos Bay-Roseburg Highway (ORE42)	8,200

Mile Post	
244.97	0.70 m High
253.13	0.10 m (Sou
257.48	0.10 m
259.65	Coquill
260.64	North of C
	Equat
273.47	0.10 m High
273.88	0.01 m
273.90	0.01 mi
273.96	0.01 m
274.31	0.01 mi
274.49	0.01 mi
274.60	South c
275.75	Bandon 1.15
277.57	0.01 mi
281.76	0.01 m
282.08	0.01 mi
285.78	Coos-C
287.86	0.10 mi
295.55	0.01 mi
295.76	Sixes R
296.50	0.01 mi
297.74	0.01 mi
299.95	North c
300.46	0.01 mi
300.76	0.01 mi
300.98	0.01 mi
301.00	0.01 mil
301.22	0.01 mil
301.24	0.01 mil
301.31	0.01 mil
301.48	East city
303.61	North b State
308.07	South b State
316.95	0.01 mil
316.97	0.01 mil
320.71	0.25 mil
321.21	0.25 mil
322.22	0.10 mil to Bag
327.39	0.10 mil
327.85	North ci (Rogu
327.91	0.01 mil
328.49	0.01 mil
328.61	0.01 mil
328.73	0.01 mil
328.87	0.01 mil

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

[illegible]

PLA 4-1
X LOC 17
X PRO 6

mai 14-1-1
Coalbank
x p.

Ms. Nancy Roess, Chairman
Coos Bay Planning Commission
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

July 24, 1975

Dear Ms. Roess:

This office has been asked to respond to your project application for Title II funds for the construction of a one-way couplet extension south of the present Bayshore Drive-Broadway couplet to the vicinity of the present Coalbank Slough Bridge. This application and environmental assessment were attached to your letter of July 8, 1975.

As discussed with Mr. George Lavios, Director of the planning staff, the cost/benefit ratio might be difficult to achieve for such an extensive project as the couplet. In addition, there are insufficient funds remaining in the Title II Program at this time to fund this project, even if the project could be justified. Therefore, other methods of financing must be considered for this project.

As you may know, the Highway Division is considering this extension along with the Coalbank Slough Bridge replacement project. As US101 is a part of the federal-aid primary system, the only federal funds eligible would be the urban extension funds (inside an urban area). The recently approved Six-Year Construction Program includes the Coalbank Slough Bridge replacement but, of course, does not include the couplet extension project.

The Highway Division will be again holding public meetings in the fourth quarter of the year soliciting input for the annual update of the Six-Year Program. Such a meeting would supply the opportunity for requesting that this project be added to the Program.

A new project environmental assessment was being prepared prior to the addition of the couplet concept to our planning. We are utilizing your assessment in the preparation of the overall assessment at this time.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: F. B. Klaboe
L. W. Rulien
L. E. George
Victor D. Wolfe
B. E. Brown
Les Blickenstaff
Richard Kahanek

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD (G-WBR/73)
400 SEVENTH STREET S.W.
WASHINGTON, D.C. 20590
PHONE: 202-426-0942

3271

18 MAR 1975

From: Commandant
To : Distribution

Subj: Federal Highway Administration Design Approval and Environmental Impact Regulations; effect on Bridge Administration

Ref : (a) 39 FR 41804 et seq. dtd 2 Dec 74
(b) COMDTINST 5922.1A dtd 13 Oct 71

1. Reference (a) was distributed to all district Aids to Navigation Branches in December 1974. These new regulations make major changes in the procedural policy of the Federal Highway Administration and the Department of Transportation in the area of environmental impact considerations.

2. One change, of particular significance to the USCG-FHWA relationship regarding the bridge permit function, is the distinction between major and non-major federal actions for the purposes of applying the provisions of the National Environmental Policy Act (see 23 CFR 771.9, 39 FR 41807). The distinction now being made by the FHWA for certain types of highway projects which could involve navigable waterway crossings, creates a potential conflict with Coast Guard environmental consideration of such projects since reference (b) presently requires an EIS or negative declaration be prepared for every bridge permit application processed by the Coast Guard. The districts may now expect to be confronted with permit applications involving FHWA projects which do not have a FHWA approved EIS or negative declaration because FHWA has determined the project, from their viewpoint, is a non-major federal action.

3. Heretofore, when FHWA was involved in a highway project and acted as lead agency for NEPA consideration under the provisions of the USCG-FHWA Memorandum of Understanding, Coast Guard review of the FHWA approved EIS or negative declaration was limited to considering only the impacts of the bridge structure and its immediate approaches. If these impacts were adequately addressed, FHWA's EIS or negative declaration could be accepted by the Coast Guard as satisfying its NEPA obligations. The Coast Guard presently has no regulation or instruction compatible to reference (a) which allows the Coast Guard to determine certain types of bridge permit actions are not major federal actions for NEPA purposes. Therefore, in those situations where FHWA determines a project constitutes a non-major action and accordingly does not prepare any NEPA environmental documentation for the project, the Coast Guard must independently develop

13 MAR 1975

Subj: Federal Higt y Administration Design Approv and
Environmental Impact Regulations; effect on Bridge
Administration

and prepare an EIS or negative declaration for the bridge and its approaches.

4. In view of the above, significant changes in Coast Guard policy are expected with respect to defining types of bridge permit actions that are not major federal actions for NEPA purposes. In the interim, we recognize that FHWA may not appreciate the Coast Guard developing an EIS or negative declaration for bridge permit actions related to a project it has determined to be non-major. In this regard, we are aware that the USCG-FHWA Memorandum of Understanding is obsolete having been overtaken by the above changes in procedural policy. A new memorandum as well as compatible revisions to reference (b) and Chapter 2 of the Bridge Manual that will give clear guidance to the districts for processing a permit application that involves a determination of non-major by FHWA is under preparation. At this time, the provisions of the memorandum remain applicable only for those cases which FHWA considers the highway project to constitute a major action.

J. [illegible]
By direction

Distribution:
All districts(oan)

-10/15

Form E-30 (Rev. 9-71)

Coalbank Slough
Hwy 9 - Coos Co
Coos Bay

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Curtis Ave.-Flanagan Ave. (Coos Bay)

Date July 10,1975, 19

Highway Oregon Coast

Authorization No. 1

County Coos

Survey Prefix 6-1906 (Assigned by Salem office)

Description of termini, route, length, etc.: The Northwesterly Terminus is at Curtis Ave. near MP 238.4. The Easterly Terminus is at Flanagan Ave. near MP 239.4.

Length: 1.0 mile.

Purpose of survey: To Prepare Plans, Specifications and Estimates for Approaches and a new Structure over Coalbank Slough.
First Phase ~~for~~ thru Corridor Hearing

Estimate of cost:

Field	901	30,000
Citizen Input	902	1,000
Soils	910	1,000
Liaison	913	1,500
Location Studies	918	1,000
Environmental	923	2,500
Foundation Exploration	926	5,000
Seminars	950	500
Hearings	980	1,500

V-172(11)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 44,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
P.L. Carstensen
Costs & Records Engr.
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor D Wolfe
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*23604-734

RECEIVED
COUNTY & CITY SECTION
OCT 21 1975
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UZ
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

OFFICE ENGINEERING SECTION
P. E. APPR. 10-15-75
FED. AID FAU STATE

Julien

[illegible]

LOC 17

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Karl Elfving
1144 Anderson
Coos Bay, OR 97470

July 2, 1975

Dear Mr. Elfving:

As promised at our first meeting of the Coalbank Slough Bridge project Citizens' Advisory Committee, this office has compiled some volume and accident data.

The section of the Oregon Coast Highway (US101) considered was from the south end of the Broadway-Bayshore Drive one-way couplet to Edwards Street (last signal southbound). Below is a tabular presentation of the weighted average daily traffic (ADT) in this 1.12 mile long section of four lane roadway for the period 1970 through 1974. The weighted ADT takes into account the varying volume data at many locations and factors them in regard to the length of roadway they represent.

YEAR	WEIGHTED ADT	PEAK MONTH	PEAK MONTH % OF ADT
1970	19,410	August	146
1971	19,810	August	148
1972	20,510	August	150
1973	20,640	August	144
1974	20,640	August	151

The peak hour usually occurs between 4:00 and 5:00 p.m. daily and in urban areas it is normally 10% of the ADT. The above table was developed from hose-type recorder counts throughout the section and permanent recorders located at Bandon and at Winchester Bay. The hose counts are taken every two or three years and adjusted in the off years by factors developed at the more than 100 permanent recorders throughout the state.

RECEIVED
COUNTY & CITY SECTION
JUL 3 - 1975
☑ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

The accident rates for the same overall section is as shown below:

YEAR	NO. OF ACCIDENTS	ACCIDENT RATE[1/]	STATEWIDE COMPARABLE RATE
1970	106	13.36	13.20
1971	75	9.26	10.56
1972	55	6.56	6.43
1973	51	6.04	5.69
1974	54	6.40	5.74

[1/] Accidents per million vehicle miles.

An explanation must be given to understand the reduction in accidents in the period after 1971. The state legislature enacted a statute effective September 9, 1971, changing the reporting procedures throughout the state. After that date, only those accidents involving personal injury or property damage over $200 had to be reported. You will note that this section has closely followed the trend of comparable statewide accident rates of comparable roadways (primary, urban, non-freeway).

If you have any specific questions or if you wish any additional information, please contact this office. I am enclosing self-addressed, postage-paid envelopes for your use in future correspondence.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt
Enclosures

cc: L. W. Rulien
L. E. George
All Members of CAC

[illegible]

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 26, 1975

TO:

Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P.O. Box 434
Coos Bay, OR 97420

FROM:

George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT:

Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 7
Coalbank Slough Bridge
Oregon Coast Highway
Coos County

RECEIVED
STATE HWY ENGR
JUN 30 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be July 31, 1975.

Attachment

BLG:dc

cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
B. E. Brown
Alfred Shirley, Jr.
Aeronautics Div.
W. J. Hart

Form 81-734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Coalbank Slough Bridge District 7			
11	12] PROJECT LOCATION CITY [45 Oregon Coast Highway, Coos Bay	46] PROJECT LOCATION COUNTY [79 Coos		

05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71 This project, approx. 0.3 mile in length involved preliminary engineering,
06	12] acquisition of right-of-way, grading, paving, structure and incidental [71
07	12] work to replace the existing Coalbank Slough Bridge on US-101 in the city [71
08	12] of Coos Bay. Please refer to the attached Project Environmental Assessment [71
09	12] for additional information. [71
10	12] [71

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	3,510,000	----	990,000	----	----	4,500,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17

(A) TYPE OF APPLICANT: (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 REGIONAL Yes ☐ 31 No ☐ 32 LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 July 43] DAY [44 31 45] YEAR [46 1975

ADDITIC AL INFORMATION — ALL APPLICAN

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: June 26, 1975

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: June 26, 1975

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Funds

Six Year Construction Program (1975)

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 48
(c) State Senatorial District(s) Number(s) 24

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS

17(E) This is a category 3 project of Non-major Environmental Impact Per Oregon's Action Plan.

This project is proposed by the State Highway Division and is filed with FHWA as a bridge of most in need of replacement.

Right-of-way will be required on either end of the bridge and it appears sufficient vacant land exists. Public Hearings will be offered.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 13, 1975

A. PROJECT IDENTIFICATION

Name of Project Coalbank Slough (Section) RF-172 (-)

Location of Project Coast Highway (Highway Name) U.S. 101, Ore 1 (Highway No., US - ORE)

Coos Bay (City) Coos (County) III (Region)

Program FAUE (78) (Funding) $4,480,000 (Estimated Cost) 6-1494-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: A new bridge structure over Coalbank Slough is necessary to serve the high traffic volumes on U.S. 101 and to provide for increased safety. Also, Coalbank Slough is a navigable waterway and is presently unaccessible due to the present structure. A new structure would open the waterway.

Origin and History: The existing U.S. 101 structure crossing the Coalbank Slough, is a four lane drawspan consisting of concrete decking supported by timber piling. Constructed in 1941, the drawspan mechanism is no longer operable and the structure has deteriorated to the extent that neither ordinary maintenance procedures nor partial reconstruction is economically feasible.

C. DESCRIPTION OF PROJECT

Length 0.3 mile.

Termini M.P. 238.80 - M.P. 239.22

Alignment ☐ New ☐ Existing ☒ Combined

CATEGORY
3 PROJECT
NON-MAJOR

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Some right-of-way would be required. Land use is residential and industrial.

Typical Section Four lane.

Structures The entire project is based upon the need for a new bridge structure of a double-leaf drawspan.

Characteristics (ADT) 22,000 ADT on Coalbank Slough Bridge.

Other General Information (or Supplemental information to items) See attachment on page 2A for secondary impacts on land and slough use.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No viable location and/or design alternatives are being considered to the proposal since improving the existing facility fulfills the transportation objectives most economically prudently. (See attachment, page 2A).

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ Required ☐ Recommended

Type ____________ Tentative Date(s) ____________

A-95 Review: ☐ Not Required ☒ Required

Coalbank Slough - Field Investigation
January 16, 1975

The purpose of field investigation was to determine the secondary impacts of the proposed reconstruction of Coalbank Slough Bridge. The existing bridge was originally constructed as a draw span to allow access upstream but has been repaired and bolted and does not function as a draw span.

Coalbank Slough is located on the southeast end of the City of Coos Bay. The Slough is the recognized boundary line between the city and Coos County jurisdiction. Highway 101 crosses the slough approximately 3,300 feet from the mouth of Coalbank Slough. The Southern Pacific Railroad crosses Coalbank Slough Bridge at its entry into Isthmus Slough. Log rafts are tied to pilings in Coalbank Slough downstream of the bridge.

The area upstream of Coalbank Slough is flat lowland. Beyond the lowland the slough is overshadowed by hills approximately 400 feet in height. An unincorporated community, known as Bunker Hill, is built on the surrounding hill east of the bridge under county jurisdiction. Lowland and marshy areas follow the slough's banks. A road follows the slough and provides access for a small number of residences. While the County does not have a zone plan for the area, existing use will be recognized. Further attempts to fill lowland and marshes for residential use does not seem feasible at this time.

The City of Coos Bay is located in the west side of the bridge on low land. A few modest homes are located on unimproved streets along the slough. Little activity was evident on the Slough other than waste disposal running into the slough. Land downstream of the bridge is used for industrial purposes and rail yards. Land use is designated industrial-water access downstream of the bridge and industrial-road access upstream of the bridge.

Residents have attempted to operate tide gates upstream of the bridge in order to drain the marshes for future residential development. However, these attempts have been oppressed by the State of Oregon which has not been contested by the county. Presently development in the area and the city has been a redevelopment of existing residences and structures as opposed to new construction.

A landowner under city jurisdiction has proposed a moorage for a tour boat upstream of the bridge. His contention is that he is unable to develop the moorage due to inaccessibility caused by the bolted bridge. A moorage at the proposed site does not seem feasible for two reasons, 1) dredging would be necessary in the slough and the required state permit does not seem attainable based on the State's stand on tide gates and 2) zoning in the area is designated industrial with access by a proposed frontage road.

Following a discussion with the city planner it was evident that development is planned on the downstream side of the bridge as opposed to the upstream side. It is hoped that the industrial area will be developed including relocation of the rail yard and redevelopment of dock and wharf area along Isthmus Slough leading into Coalbank Slough. If the promoter of the tour boat is insistent, it would be possible for him to obtain a moorage below the bridge along the wharf area. This location would not require channel dredging or be contrary to zoning ordinances.

The proposed structure provides many benefits for the area. Structure improvement itself will improve the safety and longevity of the road crossing. Improved access will stimulate industrial development locally. The drawspan would comply with Coast Guard regulations and allow smaller vessels access upstream. Local zoning prohibits anything other than recreational use of the slough under city jurisdiction. County land does not appear suspect for immediate development. A forthcoming county comprehensive plan will determine long range use of the adjoining land.

While reconstruction of the existing bridge would improve accessibility and safety of the structure, the construction of the bridge is a limiting factor to area development. The proposed reconstruction is on the existing alignment. The possibility of a new alignment of Highway 101 has been discussed but is not conceivable at the present time. The immediate need and capital outlay for the present bridge proposal is to the extent that a bridge on a different alignment would be precluded. Any new alignment of the highway would be limited by the modern bridge structure. Based on the data gathered on the field and reviewed in this memo, the secondary impacts resulting do not seem outstanding to the point of hindering bridge construction. Neither the natural or cultural environment will be adversely affected.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The immediate area along the slough is lowland and marshy. Surrounding the lowland and slough are hills approximately 400 feet in height. Grass and pine cover the hills. Drainage is poor. Marshy areas line the slough. The slough varies in depth depending upon tides. At high tide the average depth is 8-10 feet. At low tide the slough is approximately 3-4 feet in depth.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The slough forms the boundary between the City of Coos Bay and Coos County. Land use is controlled by the city on the west side of the slough. The area is presently used for low income residential upstream of the bridge and industrial downstream of the bridge. Businesses line Highway 101. Land use under county jurisdiction is used for small industries and residences. Below the bridge land is used for industrial warehouses. Existing use is recognized in zoning policies. The county does not have a comprehensive plan. The city has zoned the area under city jurisdiction as industrial-water access downstream of the bridge and industrial-road access upstream of the bridge. Noise and air esthetics do not appear to pose a problem in the area.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Some right-of-way would be required on either end of the bridge.

Consequences:

Sufficient vacant land exists for right-of-way purposes.

2. Estimated Changes in Traffic Patterns:

Traffic patterns would not be changed.

Consequences:

3. Estimated Changes in Land Use:

Bridge reconstruction would not induce changes in land use.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Adverse effects on the natural resources other than during construction are not anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Adverse effects on cultural and scenic resources are not anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Areas of critical environmental concern are nil.

7. Potential for Controversial Issues:

Controversial issues are not likely to appear.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		XXX	
Urban Economist			
Water Quality Spec.		XXX	
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist		XXX	

A statement on water quality and flood hazard evaluation is needed.

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

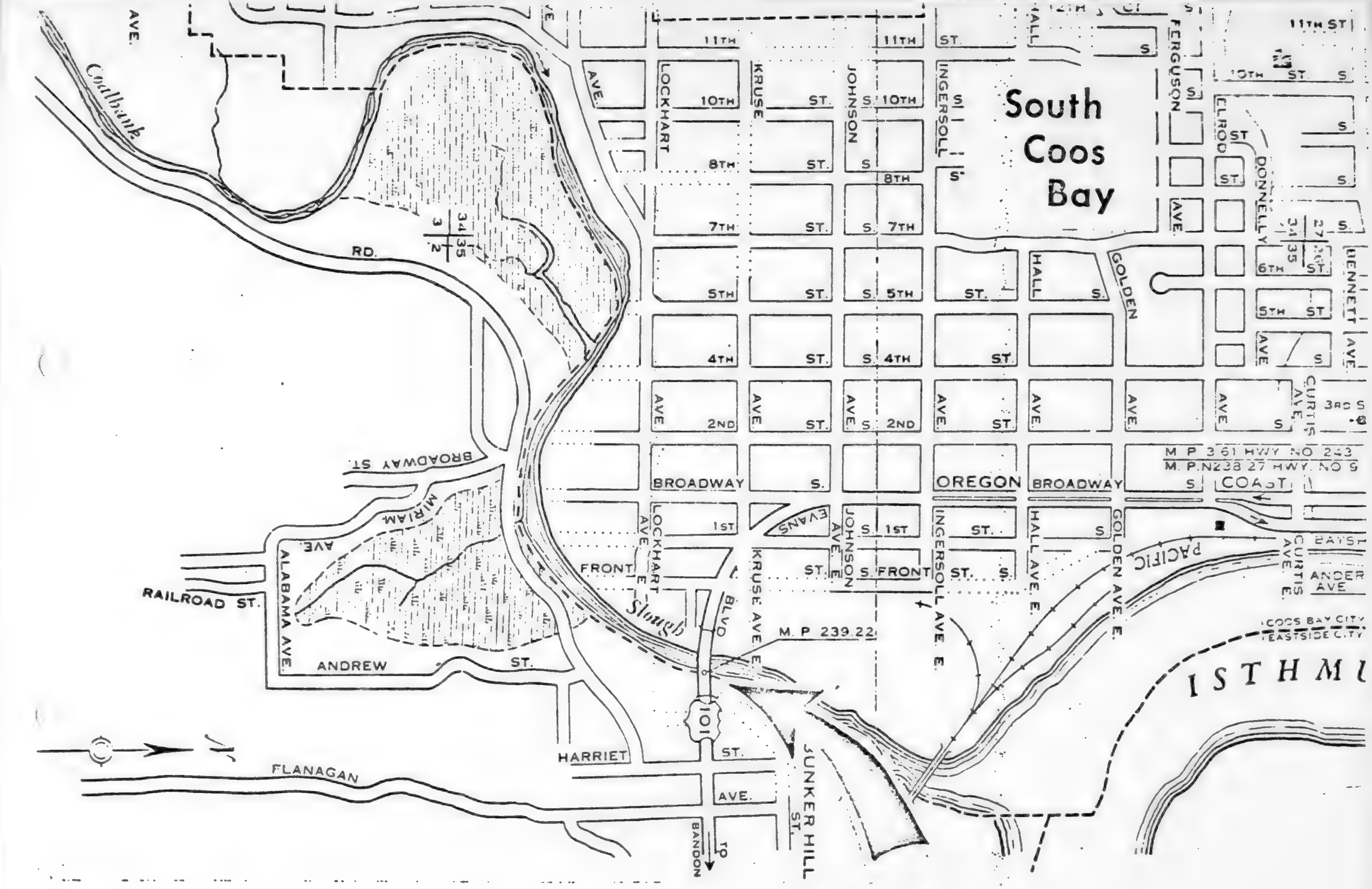
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Other ____________________

According to Chapter I of Title 23 CFR, part 771, this project is deemed a non-major action. Specific attention should be made to Coast Guard Regulations requiring a supplemental report to be done by the Bridge Section, OSHD. The report is needed in order to complete the assessment.


South Coos Bay
Coalbank
Slough
ISTHMU
RD.
BROADWAY ST.
MIRIAM AVE.
ALABAMA AVE.
RAILROAD ST.
ANDREW ST.
HARRIET ST.
FLANAGAN AVE.
BUNKER HILL ST.
101
TO BANDON
BLVD
M. P. 239.22
LOCKHART AVE.
KRUSE AVE.
JOHNSON AVE.
INGERSOLL AVE.
HALL AVE.
GOLDEN AVE.
FERGUSON AVE.
ELROD ST.
DONNELLY AVE.
BENNETT AVE.
CURTIS AVE.
11TH ST.
10TH ST.
8TH ST.
7TH ST.
6TH ST.
5TH ST.
4TH ST.
3RD S
2ND ST.
BROADWAY S.
OREGON
1ST ST.
FRONT ST.
EVANS
LOCKHART AVE. E.
KRUSE AVE. E.
JOHNSON AVE. E.
INGERSOLL AVE. E.
HALL AVE. E.
GOLDEN AVE. E.
CURTIS AVE. E.
ANDER AVE
BAYSH
COAST
PACIFIC
M P 3.61 HWY NO 243
M. P. N238.27 HWY. NO 9
COOS BAY CITY
EASTSIDE CITY
34 35
3 2
27 26
34 35
N

Coalbank Slough Bridge

[illegible] 14-1-1
[illegible] Sl.
lp

June 19, 1975

Ms. Nancy Roess, Chairman
City of Coos Bay Planning Commission
Post Office Box 1118
Coos Bay, OR 97420

Dear Ms. Roess:

This is in response to your recent letter pertaining to the reconstruction of the Coalbank Slough Bridge to include the implementation of a US101 one-way couplet commencing at Coalbank Slough Bridge, thence northerly and terminating at Curtis Avenue.

The reconstruction of Coalbank Slough Bridge is listed in the Six-Year Construction Program as a Special Bridge Replacement Project. Special Bridge Replacement funds are allocated nationwide on an individual project basis. With every state competing for these funds, it is impossible to predict future apportionment to the State of Oregon.

In the Six-Year Construction Program there is also money allocated in Fiscal Year 1978 under the Urban Extension Program for the couplet. The TOPICS program has been phased out.

As soon as engineering personnel are available, probably this fall, we will begin the necessary location studies. The study will be in two units, one being the Coalbank Slough Bridge and the other the proposed couplet. These studies will follow the Oregon Action Plan which requires citizen involvement, environmental impact statement, public hearings, et cetera.

We would consider relocation of the Southern Pacific Railroad depot and spur track as fulfillment of the local matching share for the couplet project assuming that the proposed couplet meets with citizen approval. I would recommend that the couplet be constructed with Urban Extension monies and that the Coalbank Slough Bridge be constructed at such time that Special Bridge Replacement monies are available.

Based on the time-consuming steps required under the Action Plan, it appears that construction of the couplet could not begin earlier than 1979.

Enclosed is a copy of the Six-Year Construction Program.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

Enc.

bc: A. E. Johnson
E. S. Hunter
L. W. Rulien
V. D. Wolfe
Alfred Shirley, Jr.

VDW:mc/ESH:js dpy

RECEIVED
STATE HWY [illegible]GR
MAY 27'75
REFER TO Hunter
FOR
Info | Inves | R/D | D.R | | File

COOS BAY, OREGON CENTENNIAL 1874-1974

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

May 23, 1975

Fred Klaboe, Administrator
Oregon State Highway Division
State Highway Building
Salem, Oregon 97301

SUBJECT: T.O.P.I.C.S.; AN AREA WIDE PLAN FOR THE COOS BAY, OREGON URBAN AREA. Adopted by the Coos-Curry Council of Governments, Coos County and Cities of the Coos Bay Urban Area.
REF: City of Coos Bay Planning Commission Meeting Of July 24, 1974, with Interested Parties Regarding Coalbank Slough Bridge.

Dear Mr. Klaboe:

This letter concerns the joint implementation (City-Ore. Hwy. Div.) of the City's Number 1 priority T.O.P.I.C.S. projects, namely, the implementation of U. S. Hwy. 101 one-way couplet commencing at the Coalbank Slough Bridge, thence northerly and terminating at Curtis Avenue in downtwon Coos Bay. As you will recall, at the meeting of July 24, 1974, in Coos Bay concerning the replacement of Coalbank Slough Bridge, our Planning Commission Chairman requested that your office consider as a single construction project (1) the replacement of Coalbank Slough Bridge, (2) the U.S. Hwy. 101 Couplet through Coos Bay, and (3) the City of Eastside Cut-Off via Newport Ave. FAS 262 - Coos River Hwy. No. 241. At the time you agreed to study the possibility of such a project. This then brings us to the point of this letter. Has your office studied the proposal? Or is it still under study, and if such has or is taking place, why have we not been notified of the study's conclusions or progress? We would very much appreciate your speedy response to these questions.

6.4.75
[illegible]

I am sure you will be pleased to know that the City has set aside the sum of $235,000 to accomplish the relocation of the Southern Pacific Railroad Depot and spur track removal in order that the couplet may be implemented (refer to project description). This sum, at today's prices, represents approximately 25% of a total project cost of $940,000 for the

RECEIVED
MAY 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

implementation of the couplet. This money, $235,000, which comes to Coos Bay via Community Development entitlement block grants is tentatively scheduled for use during FY 75-76. A relevant question at this point is....If the City, in fact, accomplishes the relocation of the SPRR Depot during FY 75-76 or FY 76-77, will the costs incurred by the City be considered as fulfillment of the City's local matching share towards the greater U.S. Hwy. 101 Couplet Project? We feel the answer to this question must be in the affirmative, since without the relocation of the SPRR Depot and Spur Track, the Couplet Project cannot be implemented.

At this point I would like to request a copy of the Division's revised six-year work program. We are particularly interested in the work program, since the revised work schedule concerning Highway 42 implies increased vehicular traffic through the Coos Bay Urban Area thus increasing the necessity of improving transportation routes (couplet) through the cities of the urban area.

We sincerely hope our requests and concerns will receive your upmost consideration.

Sincerely,

CITY OF COOS BAY PLANNING COMMISSION

Nancy Roess

Nancy Roess
Chairman

Enclosure: T.O.P.I.C.S. City of Coos Bay Priority No. 1 Project.

COOS BAY PROJECT NUMBER 1 - Coalbank Slough-Curtis Avenue Section,
Oregon Coast Highway (US 101); One-way
Couplet extension on Broadway and First
Street South.

One of the most critical highway areas needing traffic operational and safety improvements in the City of Coos Bay and in the Coos Bay Urban Area is along the section of the Oregon Coast Highway (US 101) between the southerly City limits of Coos Bay (at the Coalbank Slough) and the southerly terminus of the existing one-way couplet on Broadway and Bayshore Drive. The short and long-range alternatives for the highway arterial system through the Coos Bay Urban Area appears to indicate that the general routing for this portion of US 101, the interstate coast highway, will remain in its present location for some years to come even though the long-range alternatives will undoubtedly consider alternative routes for bypassing the central areas of Coos Bay and North Bend. It is, therefore, imperative that a high priority be given to the needed traffic operations and safety along this section of highway.

The 1971 Average Daily Traffic (ADT) Volumes[18] along this section of highway exceeded 20,000 vehicles per day. Utilizing average annual growth factors as experienced during previous years the estimated ADT for 1973 will be in excess of 22,000 vehicles per day and the estimated 1990 ADT volumes will exceed 33,500 vehicles per day. The peak traffic conditions occur during the summer months from June through September with the average daily traffic during these months ranging from 110 to 145 percent of the ADT.[19] The peak traffic volumes during July and August 1973 are estimated to be in excess of 28,000 vehicles per day. These volumes will exceed the capacity of the present physical street facility along Broadway.

---

[18] Oregon State Highway Division, Traffic Volume Tables for 1971, Official Publication No. 72-1, May 1972, pp. 26-27.

[19] Ibid., p. 185

Another development planned for the southerly area of the City of Coos Bay is a new State Office Building and facilities which are to house offices of the Oregon Highway Division, State Police, Department of Motor Vehicles, Public Utilities Commission, etc. This facility development is planned for the full block of property between South Fifth and Seventh Streets and between Kruse and Lockhart Avenues. These State offices have relatively high vehicle trip generation factors and will have substantial traffic impact on Broadway South.

The existing street section of Broadway south provides a basic 60-foot wide roadway; however, there is an additional 4 feet of roadway width including the raised median island that presently exists between the existing couplet terminis and Ingersoll Avenue. Southerly from Ingersoll Avenue, the roadway narrows from the 64-foot width to 60 feet and then to a 48-foot width as it curves easterly and crosses the Coalbank Slough Bridge. All pavement markings and channelization in this transition section are accomplished with paint. On-street parking is generally permitted with parking meter controlled limits northerly of Ingersoll Avenue and prohibited southerly therefrom. The present roadway and traffic lane configurations provide four 11-foot wide traffic lanes (two lanes each direction) and two 8-foot parking lanes where permitted.

Traffic signal control is provided at the intersections of Broadway South with Curtis, Elrod, Hall and Johnson Avenue. Traffic on Broadway at Curtis is in the existing Broadway-Bayshore one-way couplet configuration. None of these traffic signals presently meet the standards prescribed by the Oregon Highway Division and the MUTCD. Left turn movements from Broadway are prohibited at Hall and Johnson Avenues and mid-block left-turns are prevented by the median island northerly of Ingersoll Avenue.

The capacity of the existing highway and street facilities for this section ranges from 20,000 vehicles per day between the present couplet terminus and Ingersoll Avenue, 18,800 vehicles per day between Ingersoll and Johnson Avenues, and up to 25,000 vehicles per day between Johnson Avenue and the Coalbank Slough Bridge. The increased capacity in this latter section results from the prohibition of on-street parking, extra width traffic lanes, left turn prohibitions, the absence of traffic signal control and very few points of access. The maximum capacity (22,000-25,000 vehicles per day) of Broadway South could be achieved by prohibiting all on-street parking, prohibiting all left turns from Broadway at intersections and at mid-block locations, and upgrading and improving the traffic signal control system. The existing 60-64-foot widths are insufficient to provide additional traffic lanes for balanced two-way traffic flow unless substandard 10-foot wide lanes are considered. The use of lane widths less than 12 feet wide are not recommended in view of the high percentage of heavy truck traffic, particularly trucks with woodchip trailers. The 1973 ADT and daily peak season volumes presently exceed the maximum capacity that is attainable without major improvements and widening.

The existing deficiency in capacity is amplified by the high accident frequency and accident rate for this section of highway. Sixty-three accidents occurred on this section during 1971 resulting in an accident rate of 10.97 accidents per million vehicle miles and a five-year average annual accident rate of over 12 accidents per million vehicle miles.[20] These averages represent an accident rate of about twice the rate for all urban sections of the Oregon Coast Highway and over three times the average accident rate for all of the State's primary highway systems. Collision diagrams for the intersections along these sections are included in Appendix C.

---

[20] Oregon State Highway Division, 1971 Traffic Accidents and Accident Rates, Official Publication No. 72-2, June 1972, pp. 2, 4, 48 and 50.

Widening Broadway South to a width that would be sufficient to carry three lanes of traffic each direction would require a minimum of 12 additional feet of right-of-way. This would not permit on-street parking. The present alignment of Broadway to the north of Curtis Avenue would indicate that this widening should all be accomplished along the easterly side of Broadway. This would limit rights-of-way damages and purchases to one side. Some of the property acquisitions could be developed into off-street parking to serve properties along the westerly side where on-street parking would be removed. This type of development would encourage and require additional pedestrian movements across Broadway and, therefore, such widening and improvement should be sufficient to allow construction of a median island at least four feet wide. Maintaining two-way traffic on Broadway with sufficient capacity to handle the traffic loads will require re-construction of the traffic signal control system and left-turn prohibitions. The existing two block spacing between signals (Johnson-Hall-Elrod) is necessary to coordinate the signal operations and to maintain reasonable two-way traffic progression.

All of the aforementioned factors, along with the environmental impacts and the costs, were considered in determining that the most reasonable alternative for alleviating the traffic operations and safety problems presently experienced along this section of highway is to construct an extension of Bayshore Drive to the south and to implement an extension of the existing Broadway-Bayshore one-way couplet as shown in Figure 8. This consideration and recommendation, perhaps differing slightly in detail, is in conformance with the long-range planning for the Coos Bay Urban Area and the City of Coos Bay Redevelopment Plans.

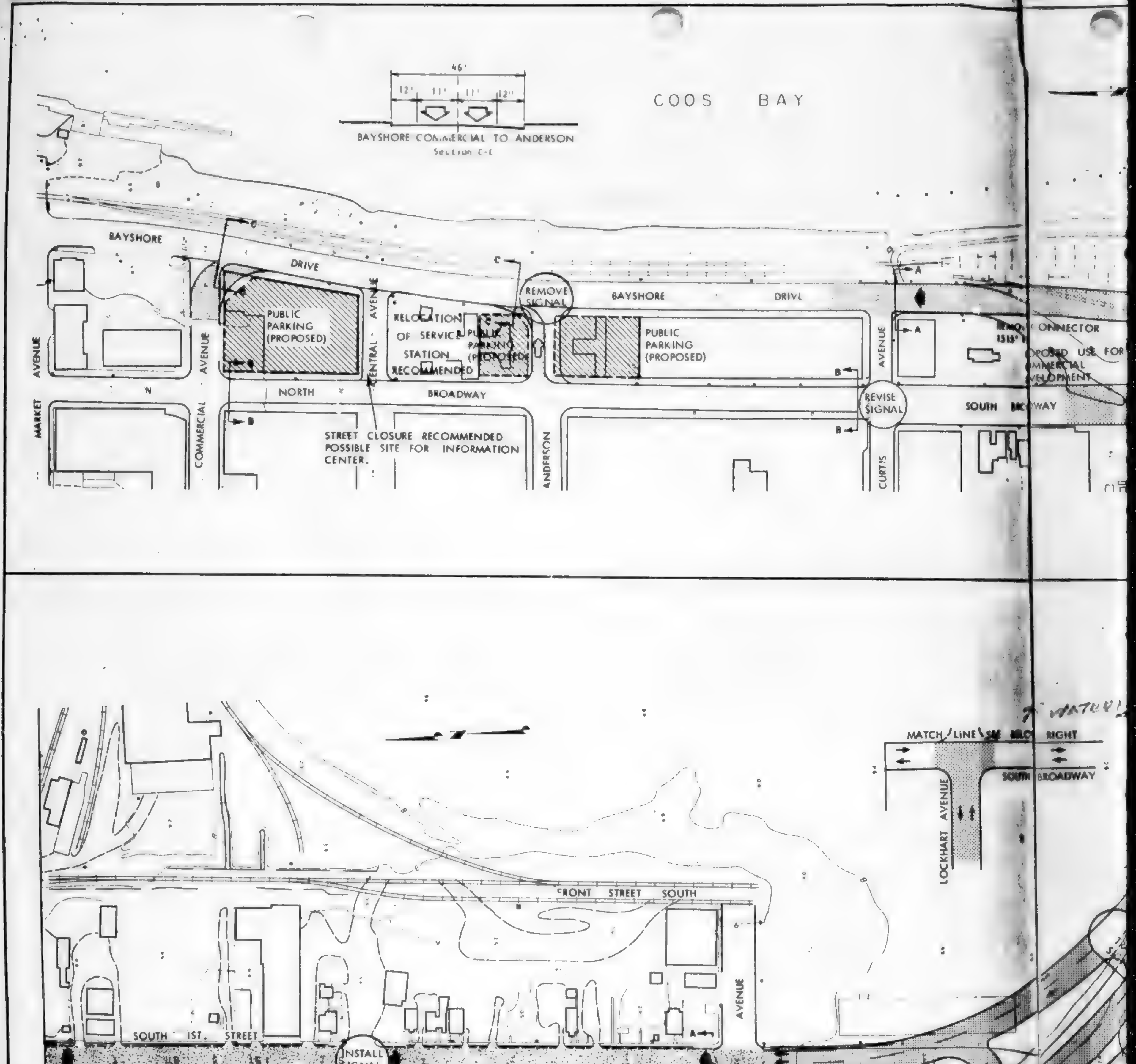
The recommended one-way couplet plans call for extending Bayshore Drive southerly from Curtis Avenue, skirting westerly of the Southern Pacific Railroad trackage (one spur track and the existing depot would require removal and relocation), and connect with South First Street at its intersection with Golden Avenue (see Figure 8). A connection with Elrod Avenue would be provided as shown. This new section and the unimproved portion of South First between Golden and Hall Avenues would be constructed to a minimum width of 44 feet. First Street, from Hall to Johnson Avenue, is presently improved as a 40-foot street; however, it is recommended that this portion be widened to 44 feet with the widening to be done only on one side (probably the easterly side). Southerly of Johnson Avenue, new connections to the Oregon Coast Highway (US 101) and reconstruction of the existing highway would be constructed as shown. The connections to US 101 at the Coalbank Slough Bridge would taper into the existing 48-foot roadway width of the bridge but should anticipate future widening of the bridge as well. Additional improvements are shown on First Street, Kruse Avenue and Lockhart Avenue, south of the Coast Highway as would be necessary to improve access into and out of the area.

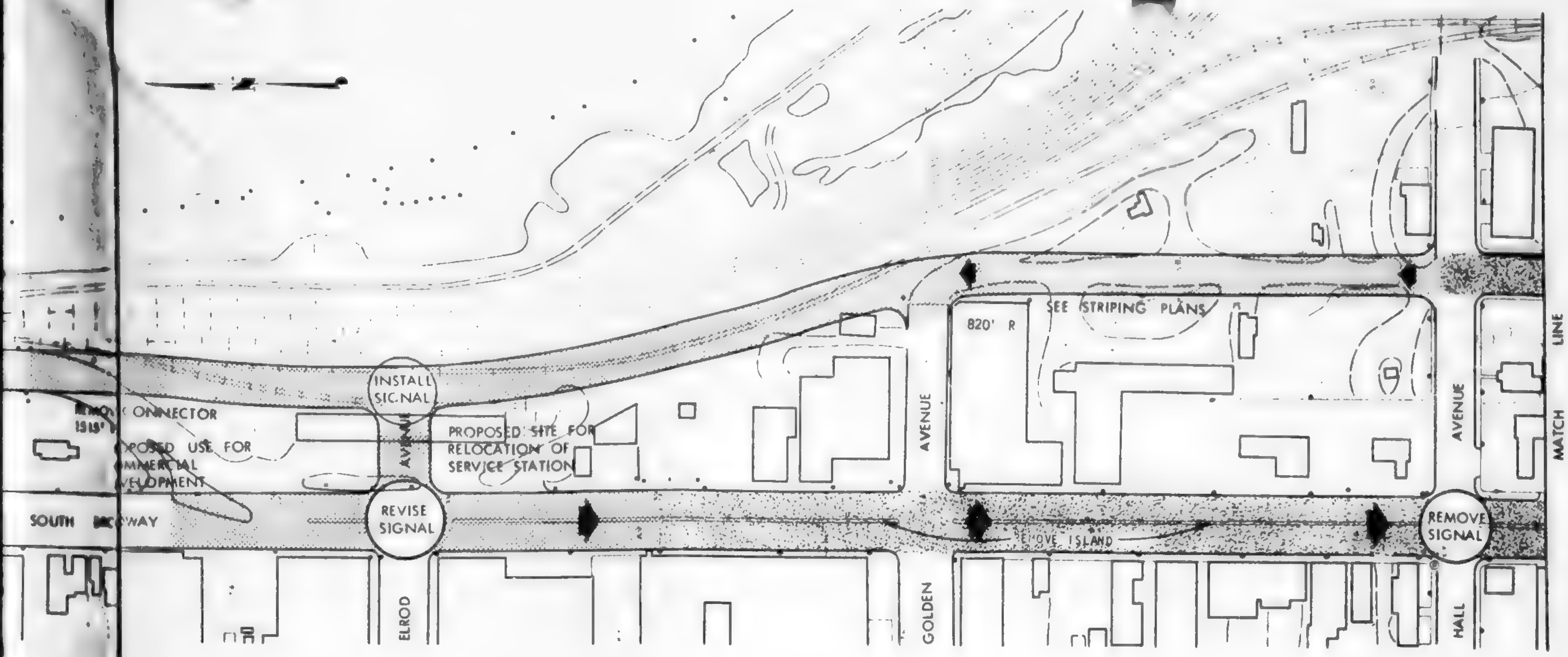
The recommended one-way southbound operations on Broadway would require removal of the existing median island and the existing connection between Bayshore and Broadway northerly from Elrod would be removed. Existing traffic signal control at Curtis and Elrod Avenues would be reconstructed and modernized to meet prescribed standards.[21] New traffic signal control would appear to be warranted and would probably be required at the intersections of First Street South with US 101, First Street with Ingersoll Avenue, and with Elrod Avenue. Existing traffic signal control at the intersections of Johnson and Hall Avenues with Broadway South would be eliminated with this plan.

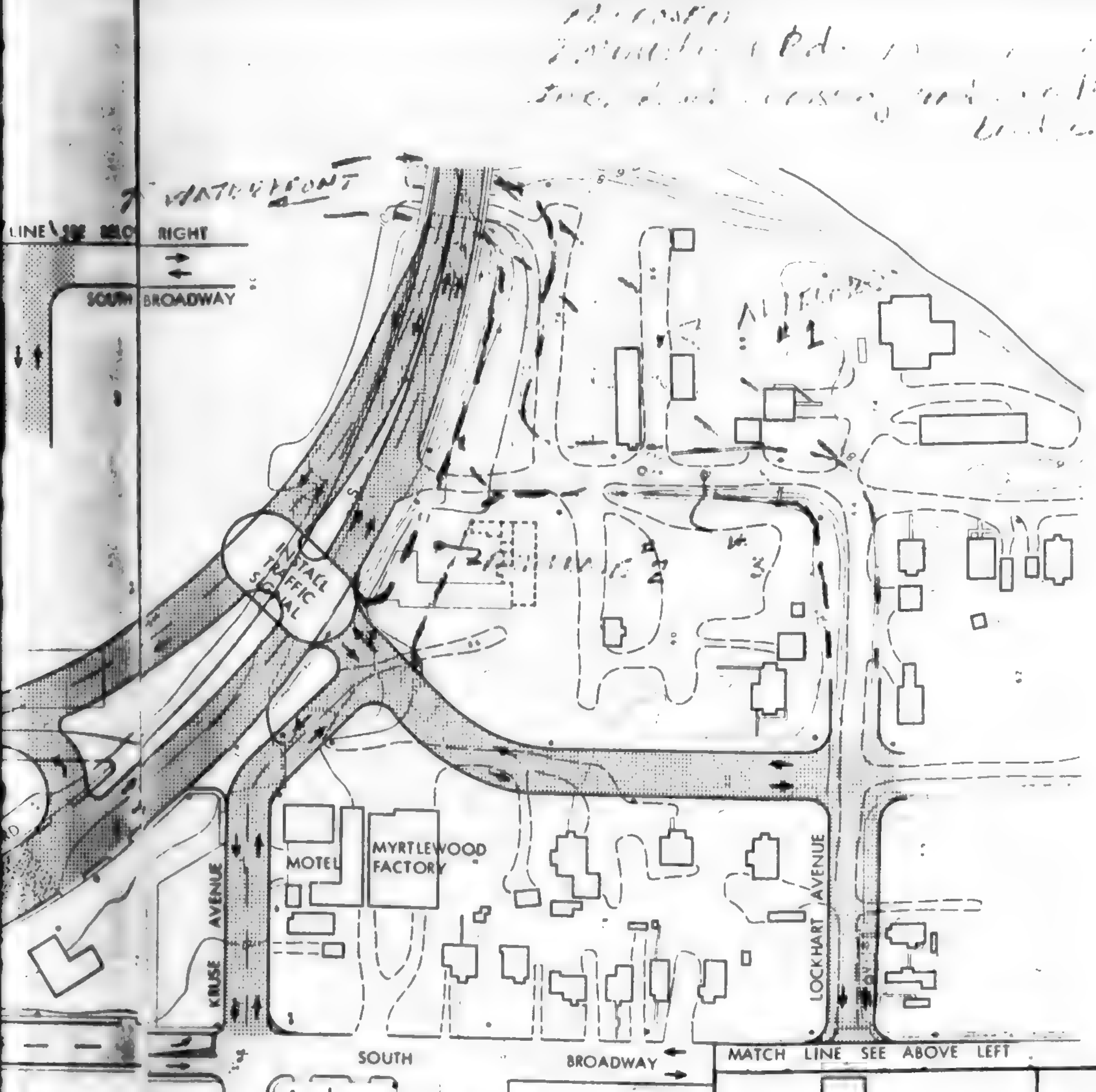
Removal of the existing median island on Broadway South raises a question as to the best use for this extra street width. Capacity requirements call for the one-way couplet to provide six lanes for

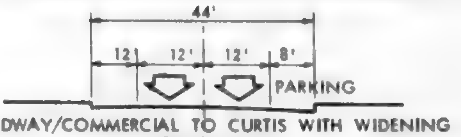
---

[21] Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation, 1971, and Oregon State Highway Standards.

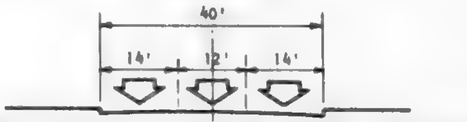

46'
12' 11' 11' 12'
BAYSHORE COMMERCIAL TO ANDERSON
Section C-C
COOS BAY
BAYSHORE
DRIVE
C
REMOVE SIGNAL
BAYSHORE DRIVE
PUBLIC PARKING (PROPOSED)
RELOCATION OF SERVICE STATION RECOMMENDED
PUBLIC PARKING (PROPOSED)
PUBLIC PARKING (PROPOSED)
MARKET AVENUE
COMMERCIAL AVENUE
CENTRAL AVENUE
ANDERSON
CURTIS AVENUE
NORTH BROADWAY
REVISE SIGNAL
SOUTH BROADWAY
STREET CLOSURE RECOMMENDED POSSIBLE SITE FOR INFORMATION CENTER.
CONNECTOR
OPOSED USE FOR
OMMERCIAL
VELOPMENT
A
B
MATCH LINE SEE BELOW RIGHT
SOUTH BROADWAY
LOCKHART AVENUE
WATER!
FRONT STREET SOUTH
SOUTH 1ST. STREET
INSTALL SIGNAL
INGERSOLL AVENUE
JOHNSON AVENUE
MATCH LINE
U.S. HIGHWAY 101 SOUTH BROADWAY
REMOVE ISLAND
INSTALL SIGNAL
REMOVE SIGNAL
EVANS BOULEVARD
KRUSE AVENUE


INSTALL SIGNAL
REMOVE CONNECTOR
1515'
PROPOSED USE FOR COMMERCIAL DEVELOPMENT
PROPOSED SITE FOR RELOCATION OF SERVICE STATION
820' R
SEE STRIPING PLANS
SOUTH BROADWAY
REVISE SIGNAL
REMOVE ISLAND
REMOVE SIGNAL
ELROD AVENUE
GOLDEN AVENUE
HALL AVENUE
MATCH LINE

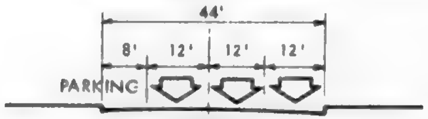

WATERFRONT
LINE SEE BELOW RIGHT
SOUTH BROADWAY
INSTALL TRAFFIC SIGNAL
MOTEL
MYRTLEWOOD FACTORY
KRUSE AVENUE
LOCKHART AVENUE
SOUTH BROADWAY
MATCH LINE SEE ABOVE LEFT


44'
12'
12'
12'
8'
PARKING

BROADWAY/COMMERCIAL TO CURTIS WITH WIDENING
Section B-B

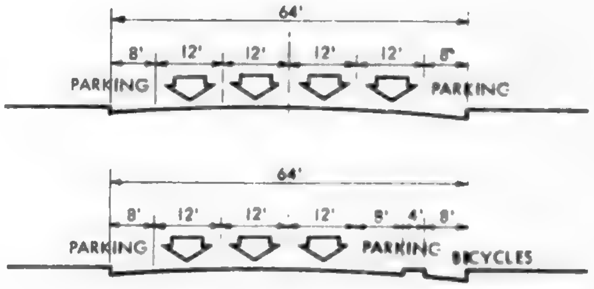


BROADWAY/COMMERCIAL TO CURTIS WITHOUT WIDENING
Section B-B


44'
8'
12'
12'
12'
PARKING

Section A-A

FIRST/BAYSHORE SECTION


64'
8'
12'
12'
12'
12'
8'
PARKING
PARKING
64'
8'
12'
12'
12'
8'
4'
8'
PARKING
PARKING
BICYCLES

SOUTH BROADWAY SECTION

ALTERNATE STRIPING PLANS

HARSTAD ASSOCIATES INC
ENGINEERS · PLANNERS

COOS BAY URBAN AREA

AREAWIDE TOPICS PLAN
COOS BAY PROJECT NOS. 1 & 2
BAYSHORE - BROADWAY
ONE-WAY COUPLET EXTENSION

JOB NO. 658-050
DATE FEB. 1973
SCALE 1" : 100'
DRAWING BY R.T.
CHECKED BY
APPROVED

FIG. 8

traffic--three northbound on First and Bayshore and three southbound on Broadway. With three lanes and on-street parking permitted along both curblines of Broadway only 52 feet of the existing 64-foot width would be utilized. The 64-foot wide section could provide a fourth traffic lane or it could provide a bicycle lane (bikeway) as shown in the typical sections for alternate striping. This bikeway would be constructed and marked in accordance with the standards prescribed in "Footpaths and Bike Routes, Standards and Guidelines," Oregon Highway Division, January 1972 (or subsequent revisions thereto), and would be of a type similar to that described as "A bike route that utilizes city streets . . . and is designated by signs, striped lanes, and/or physical barriers . . . ." and as shown on page 15 thereof. A bikeway should also be considered for the northbound one-way portion of the couplet.

The estimated costs for all of the improvements recommended in this project are as follows:

Rights-of-Way	$150,000
Grading and Paving	$300,000
Bikeways	$ 20,000
Signalization	$100,000
Remove Railroad Tracks	$ 20,000
Signing, striping, and Illumination	$ 10,000
TOTAL PROJECT COSTS =	$600,000

The above estimated costs include $60,000 for the rights-of-way and improvements on Lockhart Avenue, Kruse Avenue and First Street. Because of the magnitude of the costs for the badly needed and highly recommended improvement, this project should be accomplished through other Federal-Aid, State and local funding programs. Some TOPICS funds could be utilized for traffic control as appropriate. A portion of the project falls within the prescribed CBD redevelopment area to which some funds have been dedicated or for which development credits are applicable under the Urban Renewal Program.

+C-2158

UNITED STATES GOVERNM

Memorandum

DEP MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Coalbank Sl

DATE: May 6, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Program
Selection Criteria - Replacement Candidates

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. H. S. Coulter, Asst State Hwy Engr Operation

We have received the SI&A computer printout sheets for the State of Oregon listing the bridges with sufficiency rating of 50 or less and this is attached. We are also forwarding Oregon's bridge selection criteria for replacement candidates dated April 24, 1975.

Please note we find the following structures eligible as replacement candidates including the new 50 sufficiency rating for candidate selection.

Bridge	Bridge Numbers	Sufficiency Rating
Coquille River	00598	48.3
Ritner Creek	01251	50.0
2nd Street, La Grande	09069	22.0
Cozine Creek	18T01	23.7
Coalbank Slough	02478	26.1
Thomas Creek	12935	42.1
Oswego Lake Outlet	06070	43.1
Island City	04821	26.2
Bear Creek	32C11	36.3
Nehalem River	00574	44.0
Snake River - Idaho	01000	48.3
Beaverton Creek	13089	49.2

NOTED
E. S. HUNTER
CC Rubin
5-9-75

This information is based on your latest submittals to us under this program. We hope it will be helpful in your planning.

for G. L. Green

Attachment
Printout (Inc. error sheet)

RECEIVED
STATE HWY ENGR
MAY 8 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc Hunter

RECEIVED
MAY 9 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OTED
L. JOHNS

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another, it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G L Green

G. L. Green

3-27-75
cc Rulien [illegible]

RECEIVED
STATE HWY ENG.
MAR 26 '75
REFER TO
FOR
Info Inves R/D D.R. Sign Act

L. L. JOH

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Coalbank Sl.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Eligible Structures
(SBRP)

Attached is a sheet indicating the structures in Oregon that have been declared eligible for Special Bridge Replacement (SBRP) since the inception of this program. You will note that 12 structures have been reconstructed (7 under this program and 5 under other programs). Current records indicate that the following structures remain eligible:

Br. No.		Name		Struct.	Incl. Approaches
598		Coquille River			
1251		Ritner Creek	long struct.	$1,000,000 -	1,500,000
9069	City -	2nd Street (La Grande)	short "	800,000 -	1,400,000
13101	City -	Cozine Creek	above data from Br. Sect. 4-4-75		
2478		Coalbank Slough	City sold bonds - 100% City for fill section 4-4-75		
12935	Co? -	Thomas Creek			
6070	City -	Lake Oswego Outlet	Br. Section designing 4-14-75		

We have received verbal approval from your office to add the Harrisburg Bridge (583) to the eligible list and we are asking that the following additional structures, which are high on the priority list, be made eligible for future funding:

RECEIVED
COUNTY & CITY SECTION
MAR 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

Br. No.	Name
662	Rock Creek
2054	Chehalem Creek (Newberg)
1173	Yachats River

LWR:bb
Attach.

cc: E. S. Hunter
E. L. Hardt
D. H. Hoehring

LARRY

SPECIAL BRIDGE REPLACEMENT

Route No.	Region	Section	Work	Estimated Cost 1975	Date Contract	Contract Amount	Remarks
		FHWA APPROVED 8-10-71 INDEPENDENTLY					
-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
		FHWA APPROVED 5-5-72 INDEPENDENTLY					
OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
		FHWA APPROVED 12-29-72					
793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
		Burnt River Br.	-	-	-	-	Project Not on System
226	3	Woahink Lake Br.					
226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
226	3	Woahink Lake Br.					
837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
-	3	Coquille Riv. Br.	Structure	1,625,000			
OR 223	2	Ritner Creek Br.	Structure	198,000			
		FHWA APPROVED 5-21-74					
-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
-	2	Cozine Creek Br.	Structure	358,000			
US 101	3	Coalbank Slough Br.	Structure	1,230,000			
17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural, County
717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural, County
476	5	Bear Creek Br.	Structure	100,000		–	New Sec. Rural County, Comm. 1-22-75
912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural, County
763	2	Thomas Creek Br.	Structure	199,000			
-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
			Total Contracts			3,548,100	
			Apport. Total			4,379,000	
			Total Apport. Balance			830,900	

LARRY

SPECIAL BRIDGE REPLACEMENT

	Hwy. No.	County	Route No.	Region	Section	Work	Estimated Cost 1975	Date Contract	Contract Amount	Remarks
					FHWA APPROVED 8-10-71 INDEPENDENTLY					
	450	Malheur	-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
					FHWA APPROVED 5-5-72 INDEPENDENTLY					
	211	Linn	OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
					FHWA APPROVED 12-29-72					
	-	Deschutes	793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
2	-	Washington	631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
3					Burnt River Br.	-	-	-	-	Project Not on System
4	-	Lane	226	3	Woahink Lake Br.					
5	-	Lane	226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
6	-	Lane	226	3	Woahink Lake Br.					
7	-	Washington	837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
8	-	Marion	147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
9	244	Coos	-	3	Coquille Riv. Br.	Structure	1,625,000			
10	191	Polk	OR 223	2	Ritner Creek Br.	Structure	198,000			
					FHWA APPROVED 5-21-74					
1	City St.	Union	-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
2	City St.	Yamhill	-	2	Cozine Creek Br.	Structure	358,000			
3	9	Coos	US 101	3	Coalbank Slough Br.	Structure	1,230,000			
4	-	Josephine	17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
5	-	Coos	255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural, County
6	-	Crook	717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural, County
	-	Wallowa	476	5	Bear Creek Br.	Structure	100,000		-	New Sec. Rural County, Co
8	-	Clatsop	912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural, County
9	-	Linn	763	2	Thomas Creek Br.	Structure	199,000			
10	-	Clackamas	-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
						Total Contracts			3,548,100	
						Apport. Total			4,379,000	
						Total Apport. Balance			830,900	

3-20-75

14-1-1
Coalbank

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 18, 1975

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

We have heard via the grapevine that there is a possibility that unused funds in the Bridge Replacement program will be recalled for distribution to those States who have projects ready to go. Please note that you have approximately $630,000 in unobligated balance under the Bridge Replacement program as of December 31, 1974. In order for you to take maximum advantage of this program you should place as many approved candidate structures under contract as possible and have some bridges stockpiled to utilize the possible extra funds. The following remaining structures have been approved as candidates and are not under any form of programming.

List 1	
Coquille River	$ 1,700,000
Ritner Creek	168,000

List 2	
2nd Street (La Grande)	1,292,000
Cozine Creek	358,000
Coalbank Slough	1,230,000
Thomas Creek	199,000
Lake Oswego Outlet	175,000

RECEIVED
STATE HWY ENGR
MAR 19 '75
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act

3-20-75.
CC Rubin
Hunt
Mochang
action!
Ed.

RECEIVED
MAR 20 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If you have additional poor condition structures that you wish to place on the available candidate list a request should be initiated to include these structures along with their inventory inspection necessary for placement on the candidate list. If you desire additional candidates submitted under your previous list you should make a request for additional structures. This information should be submitted as soon as possible for we understand that early April ✓ will probably be the deadline for reconsolidating unused funds.

G. L. Green

10,158

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 12, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Coalbank Slough
Coast Highway
Coos County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 7 : B. E. Brown

approved
3-13-75
EH

3-14-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAR 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

misc/ 11

Rulien

Coos Bay
G C

~~FILE: PLA 6~~

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 21, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Additional Information
Regarding Coalbank Slough Project

TO: Interdisciplinary Team II Members

As promised in a recent letter, attached are the three current proposals for the location of the subject bridge as provided by the Location Section in Salem.

The aerial photos are available in the Regional Design Office showing considerably more detail.

GLC/dt
Attachments

cc: L. W. Rulien ✓
Les Blickenstaff
Earl Purdy

Hopkins H
Harwell
Holmes
Prange R
Unrein

RECEIVED
MAR - 3 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

RECEIVED
COUNTY & CITY SECTION
MAR - 3 1975
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

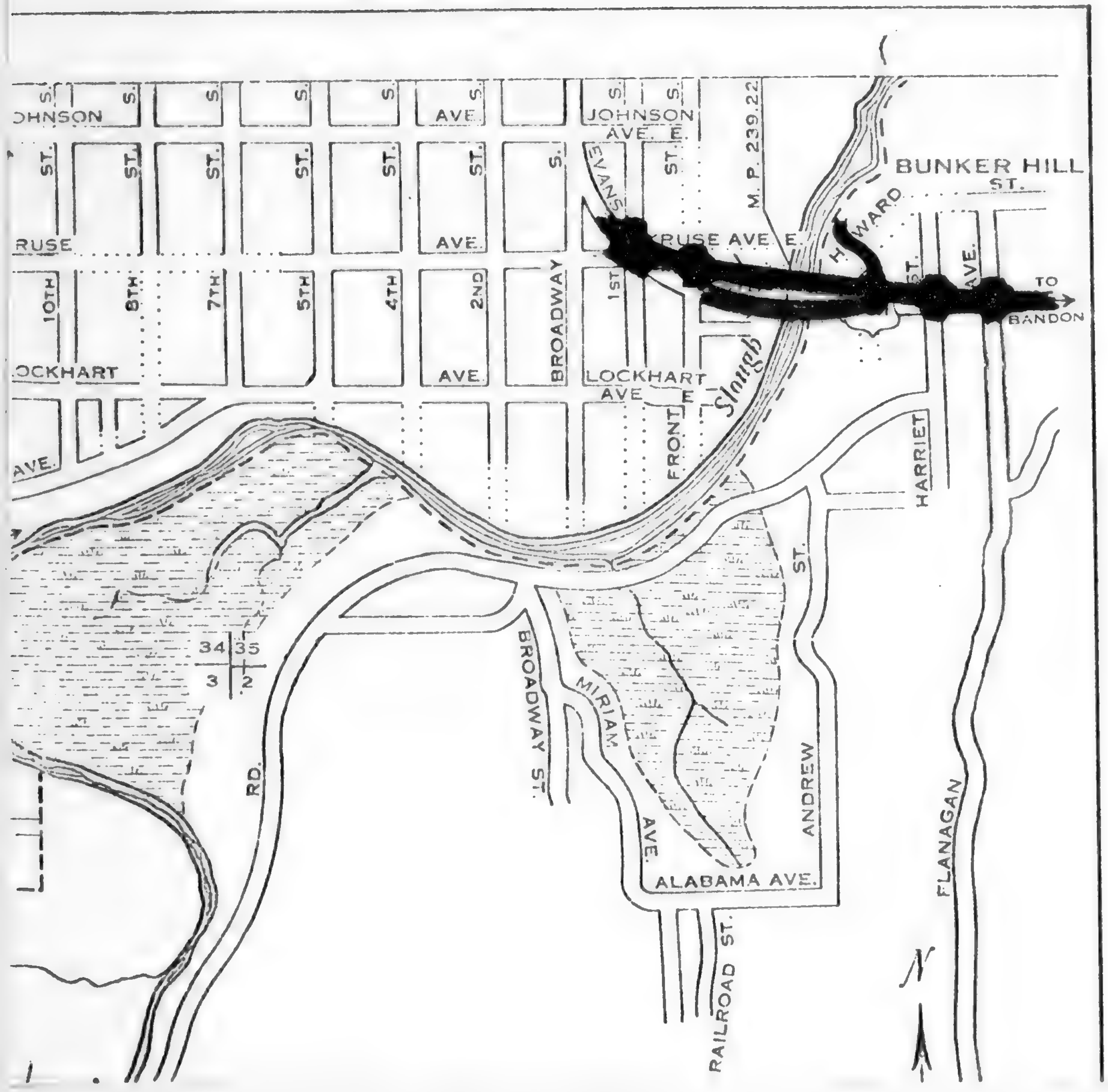
PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. Eng		
PROJ. [illegible] R.		
OFFICE ENGR.		
COUNTY-CITY FEB 25 1975		Don H
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

File

PLAN 1

HIGH LEVEL BRIDGE

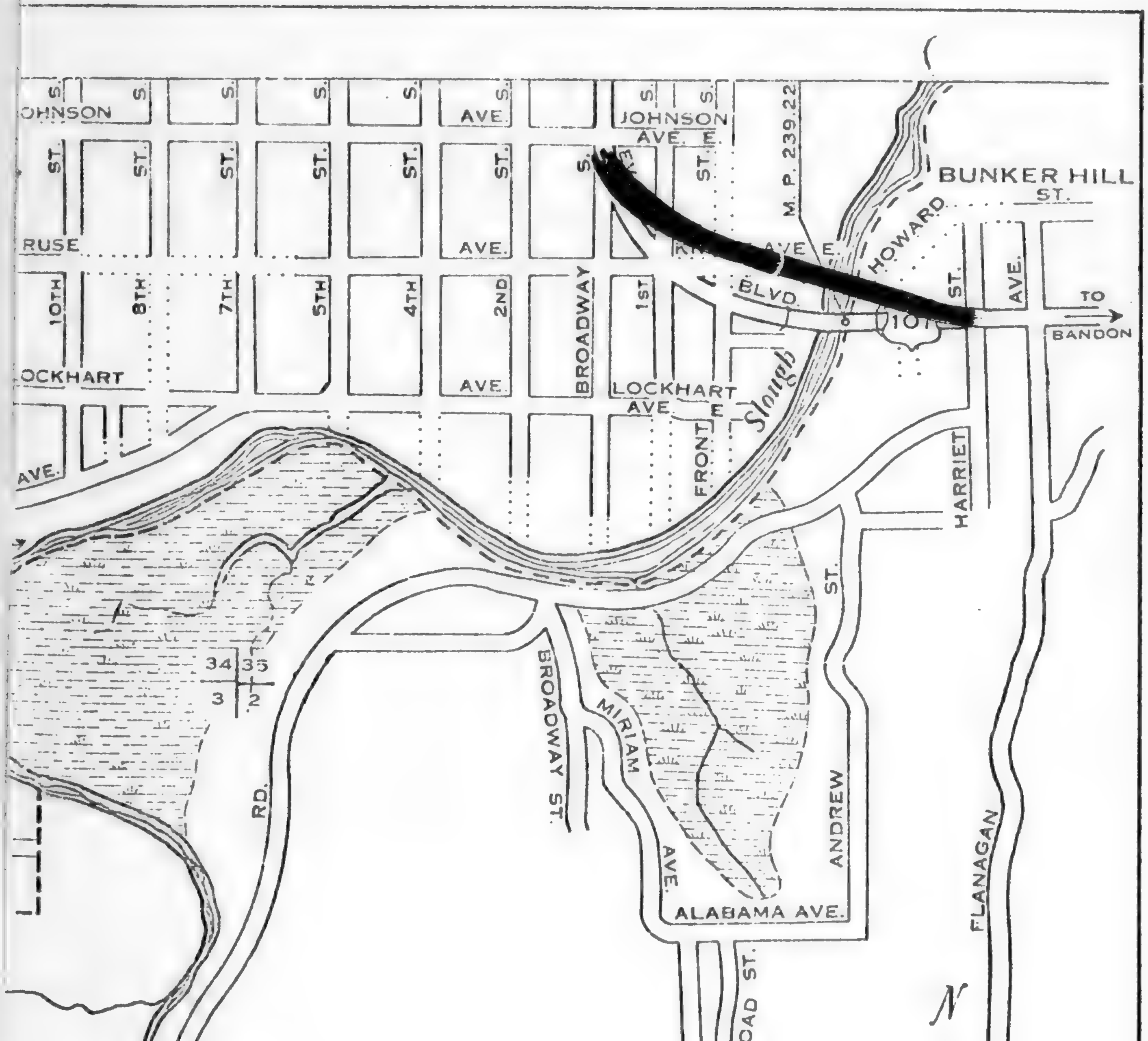
▬ NEW CONSTRUCTION
▬ EXISTING TO BE REMOVED


JOHNSON
AVE.
JOHNSON AVE. E.
BUNKER HILL ST.
HOWARD
KRUSE
AVE.
KRUSE AVE. E.
M.P. 239.22
EVANS
10TH
8TH
7TH
5TH
4TH
2ND
BROADWAY
1ST
ST.
TO BANDON
LOCKHART
AVE.
LOCKHART AVE. E
FRONT
Slough
HARRIET
ST.
34 35
3 2
RD.
BROADWAY ST.
MIRIAM AVE.
ANDREW
ALABAMA AVE.
RAILROAD ST.
FLANAGAN
N

PLAN 2 :

LOW LEVEL BRIDGE

▬ NEW CONSTRUCTION.



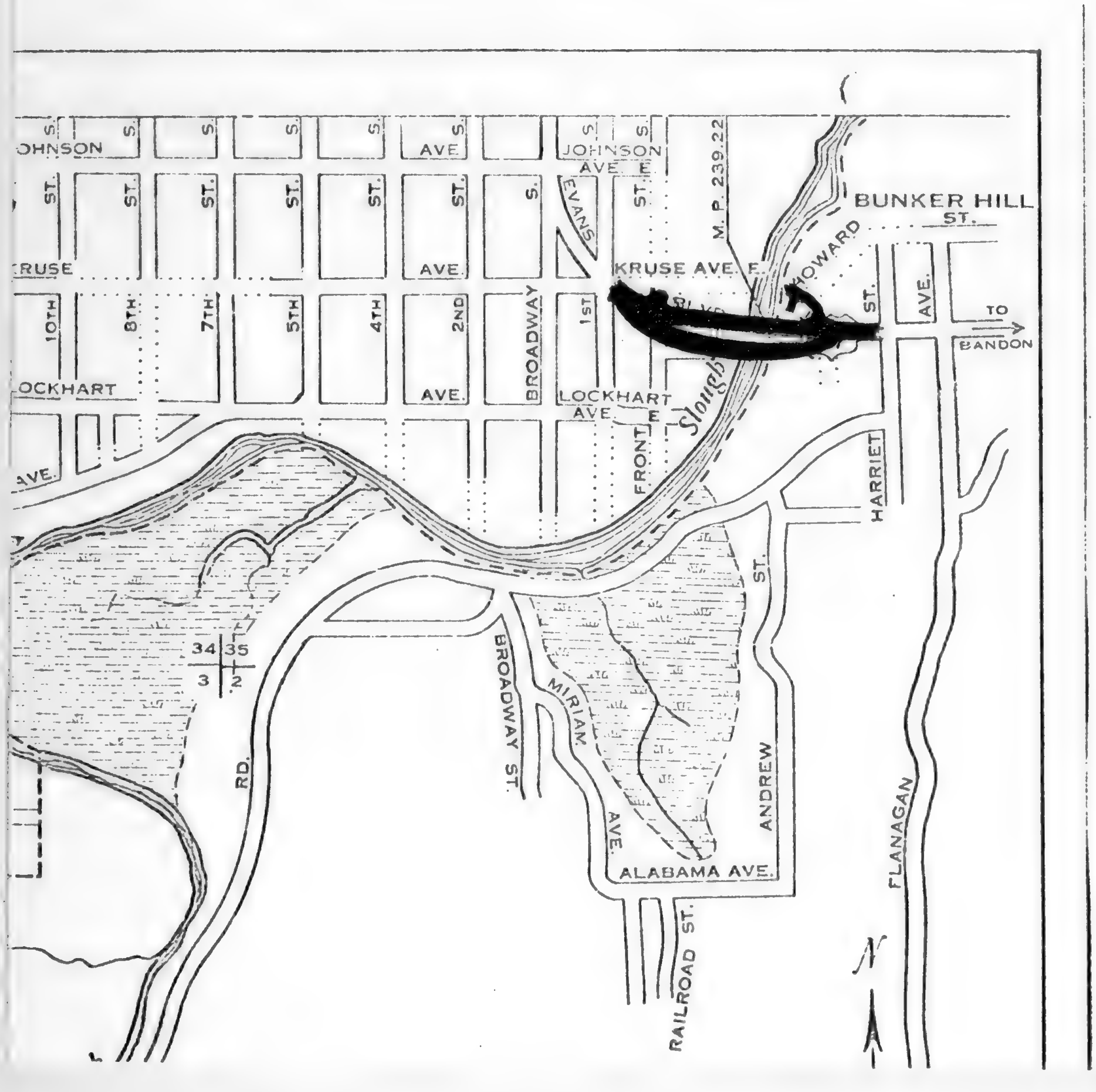
JOHNSON AVE.
JOHNSON AVE. E.
ST.
RUSE AVE.
LOCKHART AVE.
LOCKHART AVE. E.
10TH
8TH
7TH
5TH
4TH
2ND
BROADWAY
1ST
FRONT
KRUSE AVE. E.
BLVD.
Slough
M. P. 239.22
BUNKER HILL ST.
HOWARD
ST.
AVE.
101
TO BANDON
HARRIET
RD.
34 35
3 2
BROADWAY ST.
MIRIAM AVE.
ST.
ANDREW
ALABAMA AVE.
RAILROAD ST.
FLANAGAN
N

PLAN 3

LOW LEVEL BRIDGE

▬ NEW CONSTRUCTION

▬ DETOUR



JOHNSON
AVE.
JOHNSON AVE. E.
S.
ST.
EVANS
M.P. 239.22
BUNKER HILL ST.
HOWARD
KRUSE
AVE.
KRUSE AVE. E.
BLVD.
10TH
8TH
7TH
5TH
4TH
2ND
BROADWAY
1ST
ST.
AVE.
TO BANDON
LOCKHART
AVE.
LOCKHART AVE. E.
FRONT
Slough
HARRIET
AVE.
ST.
34 35
3 2
RD.
BROADWAY ST.
MIRIAM AVE.
ANDREW
ALABAMA AVE.
RAILROAD ST.
FLANAGAN
N

[illegible] [illegible] 41-1-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 18, 1975

FILE: ~~PLA 6~~

Glen L. Clark

FROM: GLEN L. CLARK
Regional Federal Aid Engineer

TO: Region III Interdisciplinary Team II Members

SUBJECT: Region 3 Interdisciplinary Team II
Preliminary and Partial Agenda and Study Report Assignments

RECEIVED
FEB 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The Region III Interdisciplinary Team II will meet in the Region Office March 4, 1975 to consider two projects in some detail and to take action establishing a seven member Citizens Advisory Committee for each project.

F. S. HUNTER

These projects are the Jacksonville Bypass and the Coalbank Slough Bridge. Letters have gone out to city, county, COG's, planners as well as the Chambers of Commerce and other service clubs requesting nominations for these two committees.

copy to 91-4
con
Jacksonville
[illegible]
x'p.

It is hoped that each will respond prior to our next meeting. If enough time is available after receiving the nominations, each candidate will be asked if he is selected, whether or not he would serve.

If the above time schedule is met, a committee will be established at the March 4th meeting.

Mr. Shirley wishes each member of the team to review the attached preliminary information and to be prepared to report on problems you see in your field of endeavor regarding these two projects. Collect any data you now have and prepare a written synopsis of your concerns and what additional work you feel will be required.

This information will be used for further study assignments and input to the first meeting of the Citizens Advisory Committee.

Also, be prepared to discuss such study assignments so that we can explore time lag to complete, funding, extent of reports, value, forwarding of information contained, etc.

No advance data has arrived for the Coalbank Slough Bridge but when it arrives, it will be forwarded to you.

GLC/cw
Attach.

Send cc Hunter - thought you might be interested in a sample of whats going on
Larry

PROJECT MANAGEMENT SECTION

Routing	Action	Info
P.M. Engineer		
Proj. Dev. Engr.		
Office Engr.		
County-City		
[illegible]		
[illegible]tory-[illegible]		
Mileage Con		
Prog. & Schedule		
Remarks:		

FEB 20 1975

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 9, 1974

In reply refer to: 1041BR/407.4

SUBJECT: Special Bridge Replacement Funds

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Hunter's memorandum of August 5 concerning special bridge replacement funds for the Coalbank Slough construction. There is little doubt that the bridge in question needs replacing. Unfortunately as is the case in many states, the money available under SBRP is just not enough to replace all the bridges that are in such poor condition. As much as we would like to allocate additional funds to you, we must in all fairness adhere to the system adopted for the SBRP.

Each State's allocation of FY 74 SBRP funds was based upon its need for replacing structurally deficient and functionally obsolete bridges greater than 20 feet in length, over waterways and topographical barriers on the Federal-aid system. The National Bridge Inspection Program (NBIP) inventory data submitted by each State was used to determine these needs. The same procedure will be employed to determine each state's needs for distribution of FY 75 SBRP funds. It is expected that this allocation will be made soon.

Oregon received $154,532 from the FY 74 allocation based on a submission of 3,435 bridges. Their inventory as of May 1974 contains 3,693 bridges. Preliminary figures based on the current inventory indicates that the FY 75 allocation for Oregon will be well below the $2.4 million of SBRP funds needed for the Coalbank Slough bridge.

We have made a review of the allocation data for Oregon and have been unable to find any errors. Our only suggestion to Oregon is that they review their inspection data, and condition and appraisal rating criteria to be sure their inventory is truly representative. In this respect, we would like to again define an appraisal rating. As noted in our March 30, 1972 Notice entitled, "Application for Special Bridge Replacement Program," the appraisal rating evaluates the condition of the various items with respect to desirable criteria for the highway system of which the bridge is a part. Oregon's inventory has many quite narrow bridges, whose functional characteristics are rated as meeting either present minimum or desirable criteria. It would seem that an appraisal of a minimally tolerable or basically intolerable condition would be more appropriate.

Please note we have been working with Mr. John Wood in an attempt to comparatively evaluate your inventory program. We find your system of evaluation to be excellent but might be a possibility of misunderstanding the appraisal phase. Also some counties might not be submitting accurate and comparative data which would reflect on the overall allocation of funds for Oregon. This would be particularly significant on the large costly structures.

Since it appears that SBRP funds will not be sufficient you might consider financing the construction of the Coalbank Slough section by supplementing the funds with other Federal-aid or State funds.

G. L. Green

cc:
OSHD (W. Hart)

[illegible] Coalbank

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 1, 1974

In reply refer to: 1041DB.3

SUBJECT: Oregon Project BRF-172(-)
Coalbank Slough Bridge Section
Oregon Coast Highway
Coos County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I cannot concur with your preliminary recommendation that a negative statement is adequate for the subject project.

I am concerned with the significance of potential development in the estuary resulting from the project. An investigation of these secondary impacts must be made before the type of environmental statement can be determined.

for G. L. Green

cc:
OSHD (Gary Potter)

RECEIVED
STATE HWY ENGR
OCT 3 '74
REFER TO
Schroeder
FOR
Info Inves R/D D/R Sign Act File ✓

(See new US Coast Guard regulations for this Bridge)

RECEIVED
OCT 7 1974
Office of
Assistant State Highway Engineer

Rulien } TAA
Potter }
NOTED
R. L. SCHROEDER

ORIGINAL TO
Rulien } TAA
Copy - Potter }
10-7-74

[illegible] 14-1-1
Coalbank

September 27, 1974

Mr. Carl Elfving
1144 Anderson
Coos Bay, OR 97420

Dear Mr. Elfving:

Coalbank Slough Bridge
Coos Bay

For your information, I am enclosing a copy of the Coast Guard's recent change in operating regulations for several bridges in Oregon.

The new regulations for the Coalbank Slough Bridge at Coos Bay state that the structure need not be maintained in operable condition; however, it must be returned to operable condition within six months after notification by the Commandant, U. S. Coast Guard, to take such action.

It is the Coast Guard's opinion that the requirement to restore the drawbridge to operable condition within six months of such notice provides adequate time for any area developmental plans to include the operation of this drawbridge.

It is the Highway Division's intention to continue with public hearings and other procedural matters which will result in the replacement of the existing structure with a modern structure.

The new operating regulation eliminates the necessity of expending money on the maintenance of the existing inactive lifting machinery between now and the time the new structure is completed.

Your understanding and cooperation in this matter to date has been greatly appreciated.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
W. J. Hart
D. H. Moehring
A. Shirley

RFW:ag dpv

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Serial 487
13 September 1974

CG 24 14-1
maint

In reply refer to
Drawbridge Operation Regulations
Drawbridges in the State of Oregon
Where Constant Attendance Is Not Required

PUBLIC NOTICE NO. 74-N-06

BRIDGES

The State of Oregon Highway Division and the Burlington Northern (Railroad) have applied to the Coast Guard for approval of drawbridge regulations at many bridges which are opened infrequently. The principal purpose of the proposals were to relieve the bridge owners of the requirement to maintain a draw tender on duty continuously when in reality that was not being done in the case of the highway bridge and where in the case of railroad drawbridges, the railroad company did not believe constant attendance was necessary.

Public Notice No. 73-N-15 dated 3 July 1973 contained a proposed revision to 33 CFR Part 117 to reflect the requested changes. All replies were forwarded to Coast Guard Headquarters in Washington, D.C. The four attached sheets contain the revisions to the regulations together with a justification for the revisions.

The new regulations become effective on October 14, 1974.

R C Powell
R. C. POWELL
Captain, U. S. Coast Guard
Chief, Operations Division, Acting
By direction of the District Commander

Encl: (1) 4 Sheets
Title 33 Ch. 1 Part 117

copy to
Maint
9-24-74
db

TITLE 33 -- NAVIGATION AND NAVIGABLE WATERS

CHAPTER 1 -- COAST GUARD, DEPARTMENT OF TRANSPORTATION

CGD 72-231R

PART 117 -- DRAWBRIDGE OPERATION REGULATIONS

DRAWBRIDGES IN THE STATE OF OREGON WHERE CONSTANT ATTENDANCE IS NOT REQUIRED

This amendment changes the regulations for certain drawbridges in the State of Oregon where constant attendance is not required. This amendment was circulated as a public notice dated July 3, 1973 by the Commander, Thirteenth Coast Guard District, and was published in the Federal Register as a notice of proposed rule making (CGD 72-231P) on November 28, 1972 (37 F.R. 25174). Commercial fishermen objected to the proposal that the railroad bridges across the John Day River, Blind Slough and Clatskanie River require one hours notice at all times. Their objection was based on the fact that during the fishing seasons, which are of short duration, fishing vessels must move rapidly in order to realize maximum profits. The Burlington Northern agreed to open the draws of these bridges on signal during designated fishing periods and will open these draws on one hours notice for the remainder of the year. This change is included in the regulation below. The Coos County Board of Commissioners objected to the proposal that the Oregon State Highway Bridge across Coalbank Slough be allowed to remain closed to the passage of vessels. This objection was based on potential development of the area upstream of the bridge. This drawbridge has not been opened in over 20 years. The requirement that the draw be restored to operable condition within six months upon notification by the Commandant to take such action provides adequate time for any developmental plans to include the operation of this drawbridge and the objection is therefore not considered valid. Section 117.759(f)(4) is deleted because this proviso is included in §117.759(f)(14). The opening signal for the Lewis and Clark River highway drawbridge (§117.740(a)(4)) is amended to avoid possible confusion with another nearby drawbridge. The advance notice requirement for the Coos River highway drawbridge across the Isthmus Slough at Coos Bay is amended to read four hours rather than three hours. Six replies regarding the proposed change in the operation of the highway bridges were received. All six had no objection, however one proposed to amend the whistle signals for the Lewis and Clark highway bridge, set forth in §117.740(a)(4) to eliminate possible confusion. This proposal has merit and is incorporated in the regulation. The reference to "The bridge across the Skipanon River in Columbia County" set forth in §117.740(a) is deleted because it was included in the original proposal in error. Renumbering of several subsections in §117.740(a) has been done for clarity.

Accordingly, Part 117 of Title 33 of the Code of Federal Regulations is amended by:

1. Revising §117.740 to read as follows:

§117.740 Youngs Bay, Lewis and Clark River and Skipanon River, Oreg.; bridges.

(a) The drawbridges across Youngs Bay, Lewis and Clark River and Skipanon River, all in Clatsop County, shall open on signal for the passage of vessels. The signals which may be made by a whistle, horn, siren, trumpet or by shouting for each bridge are:

(1) Highway bridge across Youngs Bay at Smith Point -- two long blasts followed by two short blasts.

(2) Burlington Northern (Spokane, Portland, and Seattle) railroad bridge across Youngs Bay at Smith Point -- one long blast followed by one short blast.

(3) Youngs Bay highway bridge at the foot of Fifth Street, Astoria -- two long blasts followed by one short blast.

(4) Lewis and Clark River highway bridge, near the mouth -- one long blast followed by four short blasts.

(5) Skipanon River railroad and highway bridges at Warrenton -- one long blast followed by one short blast.

2. Deleting subparagraph (4) of paragraph (f) of §117.759b and adding subparagraphs (10) through (15) to §117.759b(f) to read as follows:

§117.759b Drawbridges in the State of Oregon where constant attendance is not required.

* * * * *

(f) * * *

* * * * *

(10) Burlington Northern (Spokane, Portland, and Seattle) railroad bridges across the John Day River near Astoria, Blind Slough and the Clatskanie River near Clatskanie. The draws shall open on signal if at least one hours notice is given. However, the draws shall open promptly on signal from four hours before to four hours after each day's authorized fishing period as established by the Oregon and Washington State Department of Fisheries.

(11) Oregon Coast U. S. 101 drawbridges across the Siuslaw River at Florence and the Coquille River at Bandon. The draws shall open on signal if at least two hours notice is given. This notice may be given by marine radio, telephone, radiotelephone via the marine operator, or any other suitable means to the Coos Bay South Slough Bridge attendant.

(12) Coos River secondary highway drawbridge across the Isthmus Slough at Coos Bay. The draw shall open on signal if at least four hours notice is given.

(13) Coos River secondary highway drawbridge across the Coos River at Coos Bay. The draw shall open on signal if at least 12 hours notice is given. 12

(14) Coos River secondary highway drawbridge across Catching Slough at Coos Bay, lower Columbia River highway drawbridge across the John Day River at Astoria and the Nehalem secondary highway drawbridge across the Walluski River at Astoria. The draws shall open on signal if at least 48 hours notice is given.

(15) Oregon Coast highway drawbridge across Coalbank Slough at Coos Bay. The draw need not open for the passage of vessels and the machinery for the draw need not be maintained in operable condition. However, the draw shall be returned to operable condition by the owner of the bridge within six months after notification by the Commandant, U. S. Coast Guard, to take such action.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g)(2), 80 Stat. 937; 33 U.S.C. 499, 49 U.S.C. 1655(g)(2); 49 CFR 1.46(c)(5), 33 CFR 1.05-1(c)(4)).

Effective date. This revision shall become effective on OCT 14 1974

Dated: SEP 6 1974

R. I. PRICE
Rear Admiral, U. S. Coast Guard
Chief, Office of Marine Environment
and Systems

[illegible]

[illegible]
Coalbank

Salem, Oregon FILE: LOC 12-1

September 26, 1974

Victor D. Wolfe
Location Engineer

E. S. Hunter
Assistant State Highway Engineer

Coalbank Slough Bridge
City of Coos Bay

Mr. Klaboe promised the citizens of Coos Bay that we would proceed with the location and design of a replacement structure for the Coalbank Slough Bridge in Coos Bay.

In order to answer certain inquiries from the citizens of that area, it will be necessary to have available a critical path, up through completion of the design. Contracting cannot occur until funds become available.

Please supply me with the critical path of events and time up through design stage.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien

Coalbank Slough Bridge

Miss Hall presented figures regarding costs of the bridge. A fixed span over the Slough would be approximately $1.5 million compared to a draw bridge which would cost approximately $3.5 million. She declared she sees no need for a drawbridge if the new bridge is built with a 20 foot clearance at mean high water. Miss Hall made a motion that a letter be sent to the Highway Division stating a position in favor of a 20 foot fixed bridge over Coalbank Slough with a request they investigate that possibility in the interests of saving money, keeping the waterway open for all practical purposes and maintaining free flowing traffic across the bridge, and also requesting the Highway Department to hold public hearings on the 20-foot fixed bridge. Mr. Younker seconded the motion. Motion carried unanimously.

This is certified to be a true and accurate copy of the proceedings of the Port of Coos Bay Commission at their meeting of August 13, 1974.

Lois J. Hall
Asst. Secretary - Treasurer
Port of Coos Bay

RECEIVED
STATE HWY ENGR
AUG 19 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

MAI 14-1-1
a-z
Coalbank
Slough

August 13, 1974

Mr. George A. Lavios
Planning Director
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

Dear Mr. Lavios:

Thank you for the copy of the minutes of the meeting regarding Coalbank Slough. I have only two minor corrections to add.

Please refer to the last paragraph on page one - I stated that I would look at the problem through the Eastside Cutoff intersection on the south and through the south end of a proposed couplet on the north.

On page two, paragraph six, the application to close the bridge was made by us. We did not receive any application from outside parties.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson/att.
E. S. Hunter/att.
A. A. Shirley/att.

FBK:cm

Salem, Oregon

August 7, 1974

F. B. Klaboe
Administrator and State Highway Engineer

E. S. Hunter
Assistant State Highway Engineer

Coos Bay Planning Commission
July 24 meeting
Coalbank Slough Bridge

First page, fourth paragraph -- too inclusive. Study of cutoff and couplet should be limited to how the new bridge will accommodate them in the future.

Second page, sixth paragraph, should indicate that we made application and were turned down.

Otherwise--OK.

Attachment
ESH:ab

PLANNING COMMISSION MEETING
WITH INTERESTED PARTIES
REGARDING COALBANK SLOUGH BRIDGE

@ THUNDERBIRD MOTOR HOTEL

JULY 24, 1974

PRESENT:

City of Coos Bay Planning Commission: Chairman Don Boynton, Robert Vratney, Nancy Roess, Don Williams, Don Poage, and John Topits.
City of Coos Bay Staff: George Lavios, Planning Director; Joe Schwarm, Director of Public Works; Richard Kahanek, City Manager.
City of Coos Bay Mayor Robert Hale.

Oregon State Highway Division: Mr. Fred Klaboe, Administrator of Highways; E. S. Hunter, Assistant State Highway Engineer; Alfred Shirley, Jr., Regional Engineer; B. E. Brown, District Maintenance Engineer; and Walter Hart, Bridge Engineer.

Port of Coos Bay: Earnest Payne, Harbor Master (Staff); Larry Qualman, Commission Chairman; & Holly Hall, Commission Member.

Coos County: Robert Gerdes, Planning Director.

Coos-Curry Council of Governments: Sandy Diedrich, Manpower Planner.

City of Coos Bay: Karl Elfving, Resident.

COMMISSION BUSINESS:

Karl Elfving, resident of Coos Bay, gave his presentation on Coalbank Slough as to its proposed development and his opposition to any permanent closure of Coalbank Slough Bridge. Mr. Elfving also stated his plan to develop a tour of the Bay by water, using a tour boat carrying 350 passengers and requiring a 65' clearance bridge. Mr. Elfving stated he would like to see a 70' clearance bridge built. He also said that he realized that his entire Coalbank Slough Development Plan would be long range, perhaps 50 years. Mr. Elfving stressed the area's needs of the future and his hopes for the realization of a "Mass Transit System".

Planning Commission Chairman Don Boynton presented the Commission's view and their interest that Coalbank Slough Bridge not be permanently closed because of the need for Coalbank Slough development potential to be preserved and declared that the Commission was in favor of a fast opening bridge, an Eastside Cutoff, and the 101 Couplet to be considered as one design project.

Mr. Fred Klaboe, Administrator of Highways of the Oregon State Highway Division stated that necessary immediate repairs were now being made but that a new bridge was to be built and such plans were being studied. Mr. Klaboe stated that what they had in mind was a quick opening span bridge holding up traffic for only 5-6 minutes, but that they did not have the immediate financing. Mr. Klaboe stressed that he understands the area's need for a navigable stream and that field surveys would begin this summer for a quick opening bridge.

Don Williams, Planning Commission member, asked Mr. Klaboe if the State Highway Division had taken a look at the whole problem as to a fast opening bridge, an Eastside Cutoff, and the 101 Couplet to be considered as one design project. Mr. Klaboe stated that they had not yet had time to do so, but that they would include the whole design project as a study.

Mr. Walter Hart, Bridge Engineer with the Highway Division, gave a map and outline presentation of the proposed bridge. Those items which he outlined are:

1. A double leaf bascule span bridge.
2. 5' more clearance in closed position.
3. At low tide a 23-24' clearance.
4. Structure will basically stay in its present alignment and would be longer than at present for greater support of the span.
5. Opening of the bridge would be a 3-4 minute cycle; by the time traffic started again, a 5-6 minute cycle.
6. 60' roadway with 8' sidewalks including width for bicycle routes.

George Lavios, Planning Director, City of Coos Bay, asked the Highway Division if they were aware that the TOPICS Plan proposes a one way couplet utilizing South Broadway and First Street and the Highway Division said they were not aware of such. Mr. Klaboe mentioned that in studying the design of the bridge special consideration would be given to all relevant factors including low and peak hours of traffic.

When Karl Elfving stressed that he felt that the Highway Division should give special consideration, esthetically, to build a beautiful bridge, Walter Hart, Bridge Engineer, stated they had received many awards architecturally for the building of their bridges.

Robert Gerdes, County Planning Director, asked if the Highway Division could estimate the lifetime of the proposed bridge, and in turn was answered that the bridge was to be of a permanent nature.

Discussion by Mayor Bob Hale and Mr. Fred Klaboe ensued around the possible future bypass and Mr. Klaboe stated that this would not change the need for a four lane bridge at the subject spot.

Mayor Bob Hale asked if any applications had been received by the Highway Department for the closure of the bridge. Mr. Klaboe stated that one application had been received but that said application had been turned down and that it would go no further. Discussion between Mr. Fred Klaboe and the Port of Coos Bay further stressed that for any closure of the bridge or any action to be taken, public hearings would have to be held.

Mr. Klaboe restated that a fixed bridge would be out of the question and that a double leaf bascule span bridge would be put in. Mr. Klaboe also stated that environmental statements would be prepared and a complete study made, but that it would take a couple of years to really get things going as finances would have to be made available. Mr. Klaboe emphasized that the Coalbank Slough Bridge was on the critical list of bridges prepared by the State and that, in fact, it was rated as # 3 priority in the State. Mr. Klaboe enlightened the possibility of speeding up finances for the bridge in stating that there may be new federal funds available. When Don Williams, Planning Commission member, asked what we could do locally to aid the project, Mr. Klaboe suggested that John Dellenback be advised of our concern. When asked what the difference would be in the cost between an opening bridge and a fixed closed bridge, Mr. Klaboe stated that an opening bridge as reviewed would cost $3.25 million and that a fixed bridge would cost $1.7 million.

Discusssion by Karl Elfving, Port Commission Member Holly Hall, and Mayor Robert Hale ensued around the recreational and commercial potential of Coalbank Slough with Karl Elfving stressing that there was both great recreational and commercial potential while others had reservation, especiallly as to the commercial potential. At that point Don Boynton, Planning Commission Chairman, restated the Commission's desire to retain Coalbank Slough as a navigable waterway taking into consideration any development potential for the future.

Discussion by Port Commission members, Mayor Robert Hale, and Karl Elfving ensued around the problem of logs blocking the subject waterway with Larry Qualman, Port of Coos Bay Commission Chairman, emphasizing the existing problems but with future hope of eliminating the problem.

Further discussion by Fred Klaboe, Planning Commission Chairman Don Boynton, and the Port Commission ensued around feasible times for open and closure of the bridge according to traffic lows and peaks. At that point Larry Qualman stated he would be in favor of a fixed bridge 20'feet above mean high which Karl Elfving immediately disagreed with, and Planning Commission member Don Williams stated his surprise that the Port would come out with a fixed bridge recommendation. Again Karl Elfving declared his desire for a 70' clearance bridge which would be adequate for all commercial and recreational potential possibilites that might develop. At that point Larry Qualman restated that a 20' ft. clearance would be adequate to keep the waterway navigable.

At that time Mayor Robert Hale, the Port Commission, and the County Planning Commission went on record as favoring the continuance of keeping the waterway navigable and favoring the Highway Division's proposed opening span bridge.

Walter Hart, Bridge Engineer, again presented some of the pertinent facts as to the design of the new bridge and stated that in the closed position the bridge would have a 23' clearance and would be 16' above high tide. Also pointed out was that the bridge is only 11' above high tide at the present time.

At that point Planning Commission Chairman Don Boynton and Planning Commission member Robert Vratney stated that the bridge design which the State Highway Division was presenting for a quick opening span bridge solved the problems they had been concerned with and that they were in favor of the solution proposed by the State Highway Division. Mr. Fred Klaboe, Administrator of Highways, then commented that in making their future studies, the Highway Department would consider a bridge of the same design proposed but with perhaps a few more feet clearance. All Planning Commission members again went on record as agreeing with the Highway Division's proposal. Larry Qualman, Port Commission Chairman, at that time also restated his approval of the proposal. Klaboe reflected that it would be 2-2½ years to get going on the project and that would be on the basis that the dollars would show up.

Planning Commission Chairman Don Boynton and Planning Commission member Don Williams expressed their thanks and appreciation to the State Highway Division and Mr. Fred Klaboe for their sincere concern and quick response to their plea. Mr. Klaboe announced that Alfred Shirley is the Regional Engineer of the Highway Division in our area and that he would work closely with all concerned parties of the City of Coos Bay and Coos County.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 8, 1974

In reply refer to: 1041BR/407.4

SUBJECT: Bridge Replacement Funds - Coalbank Slough

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

cc Hoot
Wolfe
Rubin
Ok proceed as outlined.
E.S.N.

Can we develop a project for F.Y. 74 funds soon?
F.
8-12-74

Mr. Hunter's letter of August 5 requests additional bridge replacement funds. We have checked with our Washington office and find no additional monies available.

To date using 1974 FY allocations you have $288,973 that can be obligated. These monies should be obligated as soon as possible, particularly those apportioned prior to the 1974 allocation.

There is a remote possibility that some unused funds might be redistributed according to need in 1975. (You have done the necessary work to obtain the funds by completing your inventory.) There is no public information on this subject, however. We have forwarded your request to the Regional office for consideration if the reapportioned funds become available. In the interim we recommend you program P.E. and start design preparations on the project. The construction may have to be funded from several sources. For example, FA Primary, Bridge Replacement funds, or Truman Hobbs (provided the Coast Guard requests improvement over the original approved permit requirements).

Since it will take about two years for the EIS, Coast Guard approval, and design, obligation of Bridge Replacement funds appears to be an initial step to get the project started.

G L Green
G. L. Green

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGR

RECEIVED
STATE HWY ENGR
AUG 9 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
A. E. JOHNSON

NMI 14-1-1
Coal. [illegible]

August 5, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
E. S. Hunter
Assistant State Highway Engineer

SUBJECT Request for Allocation of Additional Special Bridge Replacement Funds for replacement of the Coalbank Slough Bridge on the Oregon Coast Highway in Coos County.
Project BRF-141(-)

We hereby request an immediate allocation of Special Bridge Replacement Funds, as provided by Section 144 of Title 23 U.S.C., in the amount of $2,382,000 for the construction of a new structure to replace the present "Coalbank Slough Bridge No. 2478" on the Oregon Coast Highway (M.P. 239.21) in Coos Bay, Oregon.

This structure is number 1 priority on the State list of bridges meeting the criteria for "Special Bridge Replacement Funds." The structure is included on the latest list selected by the FHWA, Washington, D.C. office, as a bridge replacement project. However, special bridge replacement funds were not allocated to Oregon in the amount necessary to replace the structure and therefore, we offer the following information and data in justification of our request for fund allocation.

> The existing 433' structure consists of 19-19' Pile Trestle Composite approach spans and 1-72' Double Leaf Steel Bascule main span with horizontal clearance of 50'. The bridge was designed for an H-15 loading and has a 50' horizontal clearance.
>
> The current ADT is 22,000 which includes approximately 1,650 trucks with 45% of the trucks having 5-axles or more.
>
> **The main span in its present condition is not capable of supporting the legal highway loads without additional support.**

A temporary falsework bent is now in place under the main lift span which in effect breaks it into two spans and gives the additonal support to handle loads, if necessary, over the legal limit. The structure is now, under legal loads, being stressed to 75% of its yield stresses in order to keep necessary commodities moving in and through the area.

The bridge is not functional, due to the temporary bent, as a movable span. This makes the span in violation of the approved Coast Guard regulations for the structure.

This bridge is the only structure in the area that is capable of carrying the heavy commercial loads, both intrastate and in the Coos Bay area. The structure, in its deterioration, which normal maintenance is unable to correct, is becoming a bottleneck to the orderly commerce and development of the Coos Bay area and will become more so when the load limits are further reduced by safety considerations.

The description and estimated cost of the proposed Coalbank Slough Bridge is:

Description: 74' double leaf bascule
W. approach: Five 74' spans Type 3 AASHO beams
E. approach: Three 73'-4" spans Type 3 AASHO beams
Structure size: 78'-3" wide x 664 ft. long
Navigation Clearances: 45 ft. horiz.
20 ft. vert. (M.H.W.)

Length of Project: About 0.26 mile including
750 ft. grading and paving and
664 ft. structure

Estimated Cost: Preliminary Engineering		$80,000
74' double leaf bascule	$855,600	
Lift machinery & motors	240,000	
370' west approach spans	634,800	
220' east approach spans	378,000	
60' x 494' timber trestle detour	264,000	
Remove existing structure	96,000	
Remove trestle detour	60,000	
Mobilization	232,800	
Structure Subtotal		$2,761,200

Extra work	$ 37,200	
400' west approach roadwork	158,400	
350' east approach roadwork	139,200	
Roadwork Subtotal		$ 334,800
GRAND TOTAL		$3,176,000
Federal Fund @ 75% Pro Rata		$2,382,000

It is proposed to construct the replacement structure adjacent to the existing bridge in order that vehicle travel and commerce will not be disrupted during the construction of the replacement structure. The 750' of approach roadway is the minimum required to place the proposed structure in operation.

The Highway Division is in the position to place the requested funds under obligation as follows:

Date	Work	Total Cost	Federal Funds
Immediately	Preliminary Engineering	$ 80,000	$ 60,000
May, 1975	Structure and Approach Roads	$3,096,000	$2,322,000

We trust this additional information coupled with the previous information submitted for the subject bridge will permit the allocation to Oregon of $2,382,000 Special Bridge Replacement Funds as requested.

cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Cox
L. W. Rulien
D. E. Swan
B. L. Gifford

JG:pr

1C1158

Mai 14-1-1
1-2
Coalbank

COOS BAY, OREGON CENTENNIAL
1874-1974

CITY OF COOS BAY

POST OFFICE BOX 1118
COOS BAY, OREGON 97420

August 5, 1974

E. S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

NOTED
E. S. HUNTER

Dear Mr. Hunter:

Enclosed are the minutes of the July 24, 1974, meeting regarding Coalbank Slough Bridge. If you find them to be correct, please sign at the bottom of the minutes and return to us. Thank you for your consideration. Should you have any questions regarding this matter, please feel free to contact me at your convenience.

Sincerely,

George A. Lavios
George A. Lavios
Planning Director

GAL/rfs

Enclosure

RECEIVED
AUG [illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

PLANNING COMMISSION MEETING
WITH INTERESTED PARTIES
REGARDING COALBANK SLOUGH BRIDGE

@ THUNDERBIRD MOTOR HOTEL
JULY 24, 1974

PRESENT:

City of Coos Bay Planning Commission: Chairman Don Boynton, Robert Vratney, Nancy Roess, Don Williams, Don Poage, and John Topits.
City of Coos Bay Staff: George Lavios, Planning Director; Joe Schwarm, Director of Public Works; Richard Kahanek, City Manager.
City of Coos Bay Mayor Robert Hale.

Oregon State Highway Division: Mr. Fred Klaboe, Administrator of Highways; E. S. Hunter, Assistant State Highway Engineer; Alfred Shirley, Jr., Regional Engineer; B. E. Brown, District Maintenance Engineer; and Walter Hart, Bridge Engineer.

Port of Coos Bay: Earnest Payne, Harbor Master (Staff); Larry Qualman, Commission Chairman; & Holly Hall, Commission Member.

Coos County: Robert Gerdes, Planning Director.

Coos-Curry Council of Governments: Sandy Diedrich, Manpower Planner.

City of Coos Bay: Karl Elfving, Resident.

COMMISSION BUSINESS:

Karl Elfving, resident of Coos Bay, gave his presentation on Coalbank Slough as to its proposed development and his opposition to any permanent closure of Coalbank Slough Bridge. Mr. Elfving also stated his plan to develop a tour of the Bay by water, using a tour boat carrying 350 passengers and requiring a 65' clearance bridge. Mr. Elfving stated he would like to see a 70' clearance bridge built. He also said that he realized that his entire Coalbank Slough Development Plan would be long range, perhaps 50 years. Mr. Elfving stressed the area's needs of the future and his hopes for the realization of a "Mass Transit System".

Planning Commission Chairman Don Boynton presented the Commission's view and their interest that Coalbank Slough Bridge not be permanently closed because of the need for Coalbank Slough development potential to be preserved and declared that the Commission was in favor of a fast opening bridge, an Eastside Cutoff, and the 101 Couplet to be considered as one design project.

Mr. Fred Klaboe, Administrator of Highways of the Oregon State Highway Division stated that necessary immediate repairs were now being made but that a new bridge was to be built and such plans were being studied. Mr. Klaboe stated that what they had in mind was a quick opening span bridge holding up traffic for only 5-6 minutes, but that they did not have the immediate financing. Mr. Klaboe stressed that he understands the area's need for a navigable stream and that field surveys would begin this summer for a quick opening bridge.

Don Williams, Planning Commission member, asked Mr. Klaboe if the State Highway Division had taken a look at the whole problem as to a fast opening bridge, an Eastside Cutoff, and the 101 Couplet to be considered as one design project. Mr. Klaboe stated that they had not yet had time to do so, but that they would include the whole design project as a study.

Mr. Walter Hart, Bridge Engineer with the Highway Division, gave a map and outline presentation of the proposed bridge. Those items which he outlined are:

1. A double leaf bascule span bridge.
2. 5' more clearance in closed position.
3. At low tide a 23-24' clearance.
4. Structure will basically stay in its present alignment and would be longer than at present for greater support of the span.
5. Opening of the bridge would be a 3-4 minute cycle; by the time traffic started again, a 5-6 minute cycle.
6. 60' roadway with 8' sidewalks including width for bicycle routes.

George Lavios, Planning Director, City of Coos Bay, asked the Highway Division if they were aware that the TOPICS Plan proposes a one way couplet utilizing South Broadway and First Street and the Highway Division said they were not aware of such. Mr. Klaboe mentioned that in studying the design of the bridge special consideration would be given to all relevant factors including low and peak hours of traffic.

When Karl Elfving stressed that he felt that the Highway Division should give special consideration, esthetically, to build a beautiful bridge, Walter Hart, Bridge Engineer, stated they had received many awards architecturally for the building of their bridges.

Robert Gerdes, County Planning Director, asked if the Highway Division could estimate the lifetime of the proposed bridge, and in turn was answered that the bridge was to be of a permanent nature.

Discussion by Mayor Bob Hale and Mr. Fred Klaboe ensued around the possible future bypass and Mr. Klaboe stated that this would not change the need for a four lane bridge at the subject spot.

Mayor Bob Hale asked if any applications had been received by the Highway Department for the closure of the bridge. Mr. Klaboe stated that one application had been received but that said application had been turned down and that it would go no further. Discussion between Mr. Fred Klaboe and the Port of Coos Bay further stressed that for any closure of the bridge or any action to be taken, public hearings would have to be held.

Mr. Klaboe restated that a fixed bridge would be out of the question and that a double leaf bascule span bridge would be put in. Mr. Klaboe also stated that environmental statements would be prepared and a complete study made, but that it would take a couple of years to really get things going as finances would have to be made available. Mr. Klaboe emphasized that the Coalbank Slough Bridge was on the critical list of bridges prepared by the State and that, in fact, it was rated as # 3 priority in the State. Mr. Klaboe enlightened the possibility of speeding up finances for the bridge in stating that there may be new federal funds available. When Don Williams, Planning Commission member, asked what we could do locally to aid the project, Mr. Klaboe suggested that John Dellenback be advised of our concern. When asked what the difference would be in the cost between an opening bridge and a fixed closed bridge, Mr. Klaboe stated that an opening bridge as reviewed would cost $3.25 million and that a fixed bridge would cost $1.7 million.

Discusssion by Karl Elfving, Port Commission Member Holly Hall, and Mayor Robert Hale ensued around the recreational and commercial potential of Coalbank Slough with Karl Elfving stressing that there was both great recreational and commercial potential while others had reservation, especiallly as to the commercial potential. At that point Don Boynton, Planning Commission Chairman, restated the Commission's desire to retain Coalbank

Mr. Walter Hart, Bridge Engineer with the Highway Division, gave a map and outline presentation of the proposed bridge. Those items which he outlined are:

1. A double leaf bascule span bridge.
2. 5' more clearance in closed position.
3. At low tide a 23-24' clearance.
4. Structure will basically stay in its present alignment and would be longer than at present for greater support of the span.
5. Opening of the bridge would be a 3-4 minute cycle; by the time traffic started again, a 5-6 minute cycle.
6. 60' roadway with 8' sidewalks including width for bicycle routes.

George Lavios, Planning Director, City of Coos Bay, asked the Highway Division if they were aware that the TOPICS Plan proposes a one way couplet utilizing South Broadway and First Street and the Highway Division said they were not aware of such. Mr. Klaboe mentioned that in studying the design of the bridge special consideration would be given to all relevant factors including low and peak hours of traffic.

When Karl Elfving stressed that he felt that the Highway Division should give special consideration, esthetically, to build a beautiful bridge, Walter Hart, Bridge Engineer, stated they had received many awards architecturally for the building of their bridges.

Robert Gerdes, County Planning Director, asked if the Highway Division could estimate the lifetime of the proposed bridge, and in turn was answered that the bridge was to be of a permanent nature.

Discussion by Mayor Bob Hale and Mr. Fred Klaboe ensued around the possible future bypass and Mr. Klaboe stated that this would not change the need for a four lane bridge at the subject spot.

Mayor Bob Hale asked if any applications had been received by the Highway Department for the closure of the bridge. Mr. Klaboe stated that one application had been received but that said application had been turned down and that it would go no further. Discussion between Mr. Fred Klaboe and the Port of Coos Bay further stressed that for any closure of the bridge or any action to be taken, public hearings would have to be held.

Mr. Klaboe restated that a fixed bridge would be out of the question and that a double leaf bascule span bridge would be put in. Mr. Klaboe also stated that environmental statements would be prepared and a complete study made, but that it would take a couple of years to really get things going as finances would have to be made available. Mr. Klaboe emphasized that the Coalbank Slough Bridge was on the critical list of bridges prepared by the State and that, in fact, it was rated as # 3 priority in the State. Mr. Klaboe enlightened the possibility of speeding up finances for the bridge in stating that there may be new federal funds available. When Don Williams, Planning Commission member, asked what we could do locally to aid the project, Mr. Klaboe suggested that John Dellenback be advised of our concern. When asked what the difference would be in the cost between an opening bridge and a fixed closed bridge, Mr. Klaboe stated that an opening bridge as reviewed would cost $3.25 million and that a fixed bridge would cost $1.7 million.

Discusssion by Karl Elfving, Port Commission Member Holly Hall, and Mayor Robert Hale ensued around the recreational and commercial potential of Coalbank Slough with Karl Elfving stressing that there was both great recreational and commercial potential while others had reservation, especiallly as to the commercial potential. At that point Don Boynton, Planning Commission Chairman, restated the Commission's desire to retain Coalbank Slough as a navigable waterway taking into consideration any development potential for the future.

Discussion by Port Commission members, Mayor Robert Hale, and Karl Elfving ensued around the problem of logs blocking the subject waterway with Larry Qualman, Port of Coos Bay Commission Chairman, emphasizing the existing problems but with future hope of eliminating the problem.

Further discussion by Fred Klaboe, Planning Commission Chairman Don Boynton, and the Port Commission ensued around feasible times for open and closure of the bridge according to traffic lows and peaks. At that point Larry Qualman stated he would be in favor of a fixed bridge 20'feet above mean high which Karl Elfving immediately disagreed with, and Planning Commission member Don Williams stated his surprise that the Port would come out with a fixed bridge recommendation. Again Karl Elfving declared his desire for a 70' clearance bridge which would be adequate for all commercial and recreational potential possibilites that might develop. At that point Larry Qualman restated that a 20' ft. clearance would be adequate to keep the waterway navigable.

At that time Mayor Robert Hale, the Port Commission, and the County Planning Commission went on record as favoring the continuance of keeping the waterway navigable and favoring the Highway Division's proposed opening span bridge.

Walter Hart, Bridge Engineer, again presented some of the pertinent facts as to the design of the new bridge and stated that in the closed position the bridge would have a 23' clearance and would be 16' above high tide. Also pointed out was that the bridge is only 11' above high tide at the present time.

At that point Planning Commission Chairman Don Boynton and Planning Commission member Robert Vratney stated that the bridge design which the State Highway Division was presenting for a quick opening span bridge solved the problems they had been concerned with and that they were in favor of the solution proposed by the State Highway Division. Mr. Fred Klaboe, Administrator of Highways, then commented that in making their future studies, the Highway Department would consider a bridge of the same design proposed but with perhaps a few more feet clearance. All Planning Commission members again went on record as agreeing with the Highway Division's proposal. Larry Qualman, Port Commission Chairman, at that time also restated his approval of the proposal. Klaboe reflected that it would be 2-2½ years to get going on the project and that would be on the basis that the dollars would show up.

Planning Commission Chairman Don Boynton and Planning Commission member Don Williams expressed their thanks and appreciation to the State Highway Division and Mr. Fred Klaboe for their sincere concern and quick response to their plea. Mr. Klaboe announced that Alfred Shirley is the Regional Engineer of the Highway Division in our area and that he would work closely with all concerned parties of the City of Coos Bay and Coos County.

MAi 14-1-1
Coalbank
Slough

Salem

July 25, 1974

L. W. Rulien
Project Management Engineer

E. S. Hunter
Assistant State Highway Engineer

Reconstruction of Coalbank Slough Bridge

Please proceed to program for Federal Aid participation a project which would contemplate complete reconstruction of the Coalbank Slough Bridge on US101.

In general, the project is to provide for reconstruction of the existing structure to a four-lane, double-leaf bascule drawspan. This will have the maximum clearance, in the closed position, that can be provided without causing undue property damage and still meet the cross-street intersections for grade at the ends of the bridge.

Funds for construction are not available in the current three-year Federal Aid Highway Act. However, it is anticipated this funding will be structured in a different manner when the next Federal Aid Highway Act is passed and funds may be available so this project should show on our current six-year program with locations, design, and hearings proceeding as rapidly as possible.

ESH:kmb
cc: F. B. Klaboe
    A. E. Johnson
    W. J. Hart
    V. D. Wolfe
    J. B. Boyd
    A. Shirley, Jr.

MAI 14141-1
Coalbank

Coalbank Bridge Issue 'Still Up In Air'

By GRACE THILL
Staff Writer

A new, quick-opening bridge is planned for Coalbank Slough but just when construction could start is still up in the air, higher than any drawspan over the slough would be.

Fred Klaboe, state highway engineer, said at a luncheon meeting in Coos Bay Wednesday that a new draw bridge on Highway 101 at that site is "the only relief" to the problem of keeping highway traffic moving and at the same time keeping the waterway open to marine traffic.

The meeting was sought by the Coos Bay Planning Commission and was attended by commission members, other city officials, port and county representatives as well as Oregon State Highway Division officials.

Klaboe's assurance that a new bridge was in future plans that also include a quick - opening draw span laid at rest often expressed fears that the highway division was planning to close the draw span permanently, effectively closing the slough to some marine traffic.

Klaboe pointed out that the highway division requested permission from the U. S. Coast Guard (which has jurisdiction over navigable waterways) two years ago to close the span and was refused. The division resolved then not to pursue that issue.

He gave two reasons for saying a new bridge was needed: the existing bridge is deteriorating; the work currently being done was scheduled only to forestall the need for placing a weight limit on it.

Secondly, mechanically the bridge is not satisfactory. To raise the span now by hand would halt highway traffic for 6 to 10 minutes. "Cars would back up almost a mile."

A quick-opening span would still shut down traffic for a short period, he noted, but not to the same extent. Therefore he proposes to control openings, scheduling them for periods of low traffic flow instead of on demand.

"We will put in a faster span but I can't say when . . . We have no financing for a bridge in this location" now, Klaboe warned against too much optimism.

But the highway division understands the problem and the need for a solution. To this end, "we will begin a survey on this particular bridge this summer," do some design work, prepare environmental statements, acquire necessary additional right-of-way in order to be ready if money becomes available.

Walter Hart, bridge engineer with the highway division, said the tentative design calls for

(Continued on Page 2)

RECEIVED
STATE HWY ENGR
JUL 26 '74
REFER TO
FOR

Coalbank Bridge Issue 'Still Up In Air'

(Continued from Page 1)

raising the bridge by 5 feet to provide a 23-24 foot clearance at low tide, 60-foot roadway with 8-foot walk on each side. The structure would be on the same alignment and would be longer than at present for greater support of the span.

Estimated cost of the bridge was $3.25 million; a fixed span at the proposed new height would cost $1.7 million, Klaboe said. He did not estimate the cost of a fixed span with 70-foot clearance as proposed by Karl Elfving, Coos Bay businessman. But he said the division did not consider this proposal seriously because it would mean wiping out too much development on both sides of the slough at great cost.

Klaboe later said that although initial and very preliminary plans have focused on the bridge itself, the division would look at both ends (Coos Bay entrance and Eastside junction) when highway connections to the bridge are designed.

Elfving used the meeting as a platform to detail plans for his property on the slough just upstream from the bridge as well as a long range plan for developing the slough for both recreational and commercial use.

He plans to develop a tour of the bay by water, using a tour boat carrying 350 passengers and requiring a 65-foot clearance. He would conduct three tours a day from a slough-side dock. "All I have to do is get my permit for my bulkhead and go ahead."

His earlier request for a permit to dredge and bulkhead at that site was turned down earlier.

Elfving also proposed, on a longer range, that the slough be dredged and moorage basins made for commercial as well as recreational boats, saying commercial fishermen needed more moorage closer to the source of their services and repairs as in Seattle. He also foresaw a lock and dam on the slough to develop a "crystal clear lake" at the upper end for purely recreational uses such as at Mission Bay, Calif.

Port Commissioner Holly Hall took issue with his proposal for commercial fishing boat moorage. After all day at sea, fishermen "are not going to spend another hour and a half" to reach a basin 15 miles from the entrance, she said.

People interested in that area, she said, were recreationalists who have small boats that would not need a high span. "Why should I pay for that (a high span)" to help the tour vessel project, she asked. "It's in your interest not the public interest."

Coos Bay planning commission chairman Don Boynton also voiced his personal opinion that Coalbank Slough should be developed recreationally. After further assurance the state was looking for a draw span, others at the meeting agreed the highway division's solution was suitable. Elfving also said he was "happy with what you propose today."

State, city, port and county officials got together Wednesday in Coos Bay to talk over problems connected with the drawbridge over Coalbank Slough on Highway 101 between Bunker Hill and Coos Bay. Fred Klaboe, right, state highway engineer, said the Eastside junction and south Coos Bay entrance also would be looked at when a new bridge is built. With him is Don Boynton, chairman of the Coos Bay Planning Commission which asked for the meeting.—World photo by Grace Thill.

MAi 14-1-1
Coalbank

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 25, 1974

FILE:

FROM:

SUBJECT: Coalbank Slough Bridge

TO: MEMO TO FILE

A preliminary plan was prepared on a mosaic print showing an alignment downstream from the existing bridge just far enough to provide tangent alignment for the Bascule portion of the proposed structure. A grade line that provides an additional five feet of clearance above that provided by the existing structure was used. The proposed plan requires the construction of a detour as the existing structure must be removed prior to construction of the new bridge. The detour was located upstream of the existing structure in order to provide access from downstream to the existing and the proposed structures for construction and demolition equipment that might be brought to the construction site by barge.

A reconnaissance type cost estimate was prepared for the above described plan. An additional cost estimate was requested by Mr. Walter Hart using the same pattern as described above, but with a grade elevation and the structure length the same as the existing highway section. A "shotgun type" estimate was prepared and copies of both estimates were furnished to Mr. Walter Hart July 23, 1974 along with two copies each of a colored mosaic plan map and of profiles for both the proposed highway relocation and the detour.

W. N. Hackleman
W. N. Hackleman
Location Design Engineer

ARD:ko
cc E. S. Hunter
Victor D. Wolfe
Walter Hart
J. H. Versteeg

RECEIVED
JUL 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-30-74

[illegible]

[illegible] 19-1-1
Coalbank

July 16, 1974

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Coalbank Slough Highway Bridge
Oregon Coast Hwy. In Coos Bay
Coos Co., Oregon
Temporary Support Structure Removal

Your letter of March 20, 1974 approved installation of a temporary support structure under the Coalbank Slough Highway Bridge in order that the State could perform certain maintenance work on the bridge.

This work has now been completed. The temporary structure has been removed and the navigation clearances have been restored to normal.

We sincerely appreciate your cooperation on this project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE/ag
cc F. B. Klaboe
A. E. Johnson
H. S. Coulter
D. H. Moehring
A. Shirley
W. J. Hart
J. E. Backstrand

10,158

MAi 14-1-1
Coalbank
Slough

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

RECEIVED
STATE HWY ENGR
JUL 10 '74
REFER TO
FOR

July 8, 1974

Mr. Fred Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

SUBJECT: Meeting with interested parties regarding Coalbank Slough Bridge.

Dear Mr. Klaboe:

This letter is to inform you that the City of Coos Bay Planning Commission has scheduled a Luncheon Meeting in the City of Coos Bay regarding the subject matter. The meeting is scheduled for:

Wednesday, July 24, 1974,
at 11:30 A. M. in the Coquille Room
of the Thunderbird Motor Hotel.

Interested parties being invited are:

City of Coos Bay Planning Commission
City of Coos Bay Mayor Robert Hale
Port of Coos Bay Commission Chairman Larry Qualman
Coos County Planning Commission Chairman Jim Mason
Karl Elfving, Resident City of Coos Bay
Coos County Commission Chairman Mickey Moffit.

Staff persons invited:

1. Richard Kahanek, City Manager, City of Coos Bay
2. George Lavios, Planning Director, City of Coos Bay
3. Joe Schwarm, Public Works Director, City of Coos Bay
4. Robert Gerdes, Planning Director, Coos County
5. Earnest Payne, Harbor Master, Port of Coos Bay
6. Pat Dugan, Planning Director, CCCOG

[illegible]

NOTED
F. B. KLABOE

The meeting will be open to members of the Press.

We hope these arrangements will be satisfactory to you and your party. Should you have any questions regarding this matter, please contact me at your convenience.

Sincerely,

CITY OF COOS BAY PLANNING COMMISSION

Don Boynton
Don Boynton, Chairman

by G. A. Lavios,
Planning Director

GAL/rfs

[illegible]

RECEIVED
ST. HWY ENGR
JUL 1 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Carl Elfving
1144 Anderson
Coos Bay, OR 97420

June 27, 1974

NOTED
A. E. JOHNSON

Dear Mr. Elfving:

Yesterday you called this office while I was gone requesting some information concerning the Coalbank Slough Bridge on the Oregon Coast Highway. If you will write to me and outline what specific information you desire, I will do my best to expedite a reply to that request.

As you will recall at our recent chance meeting at the Pony Village in North Bend, you asked for some information concerning correspondence between the Highway Division and the U. S. Coast Guard. I have asked the Salem headquarters to furnish that and as soon as I receive it, I will furnish copies to you.

Also, for your information, we anticipate that we will have a survey crew in the Coalbank Slough area next week marking out what we call control points so that photogrammetric mapping from aerial photographs can begin as a part of the study of the Coalbank Slough Bridge replacement problem.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

bc A. E. Johnson
H. S. Coulter
Walter J. Hart
B. E. Brown

[illegible] 14-1-1
Coalbank

RECEIVED
STATE HWY ENGR
JUN 17 74
REFER TO
Hunter
FOR
Inves | R/D | D/R | Sign | Act | File

Please discuss

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 14, 1974

NOTED
E. S. HUNTER

Mr. Don Boynton, Chairman
City of Coos Bay Planning Commission
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Don:

I have received letters from the Coos County Board of Commissioners and the Port of Coos Bay Commission in support of your letter regarding the Coalbank Slough drawbridge. Ted Winters of my staff has also reported on the Coos Bay visit made by him and Maxine Dake on May 7 and 8, 1974.

Although I would appreciate the opportunity of viewing the slide presentation of Carl Elfving, which I understand provides an excellent perspective of developmental problems and potential for Coos Bay, I am sure the most immediate concern is the Coalbank Slough bridge.

With this in mind, I have directed Fred Klaboe, Administrator of the State Highway Division, to contact you and establish a meeting between his staff and appropriate officials and interested persons in Coos Bay. Such a meeting should clarify the issue of the bridge and indicate what steps may be taken to arrive at a solution to the problem.

Sincerely,

Tom McCall
Governor

TM:wh

cc: Coos County Board of Commissioners
Port of Coos Bay Commission
Commander J. E. Shields, U.S. Coast Guard
Fred Klaboe, State Highway Division
Hal Brauner, Governor's Office

RECEIVED
JUN 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Port of Coos Bay

TELEPHONE
AREA CODE 503
269-1131

MAILING ADDRESS
P. O. BOX 787
COOS BAY, OREGON
97420

MAY 30 1974

May 29, 1974

The Honorable Tom McCall
State Capitol Building
Salem, Oregon 97310

Dear Governor McCall,

The Port of Coos Bay Commission, at its regular meeting of May 14, 1974, expressed its concern that the right of transportation on Coalbank Slough might be jeopardized by action of the State Highway Commission.

The Port of Coos Bay Commission most earnestly desires that the right of transportation on Coalbank Slough be preserved.

The Commission believes it has both an authority and an obligation under O.R.S. 777.120.

Sincerely,

J Larry Qualman

J. Larry Qualman
President

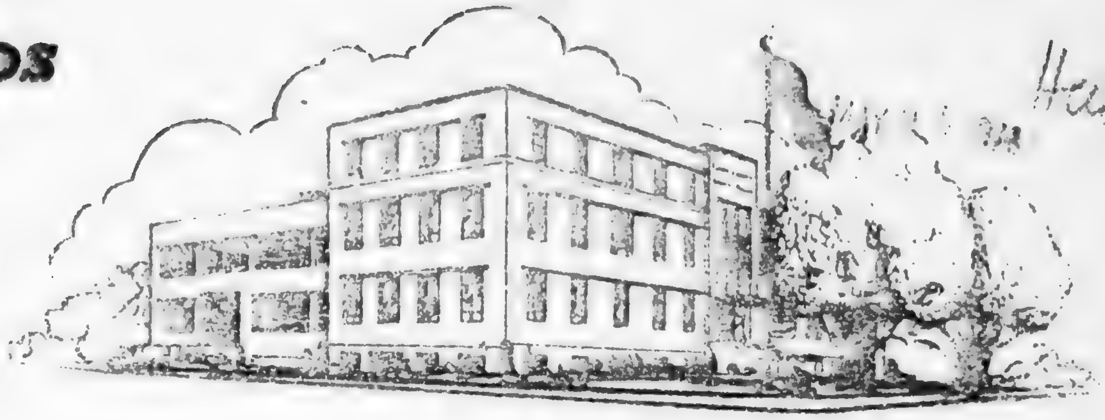
am

J. LARRY QUALMAN, President HOLLY HALL, Secretary HENRY F. HANSEN, Commissioner

County of Coos

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison



Hal

May 22, 1974

The Honorable Tom McCall
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Tom,

At our weekly Commissioners Meeting held Wednesday, May 15, 1974, we were requested to take action on the matter of the permanent closure of the Coalbank Slough drawbridge.

After a discussion with Mr. George Lavios, Coos Bay Planning Commission, the Coos County Board of Commissioners went on record as opposing the permanent closure of the drawbridge over Coalbank Slough, a navigable waterway.

We strongly support the enclosed correspondance addressed to you from the Coos Bay Planning Commission to this effect.

We would appreciate your immediate attention to this matter.

Sincerely,

BOARD OF COMMISSIONERS

M. R. Mickey Moffitt
Chairman

Commissioner

Lonnie Van Elsberg
Commissioner

pb
enc: 2

cc: Coos Bay Planning Commission

CITY OF COOS BAY
POST OFFICE BOX 1118
COOS BAY, OREGON 97420

April 29, 1974

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

RE: PORTLAND DIST. CORPS OF ENGINEERS; File No. PN071-0YA-1-001010
(Coalbank Slough - Wharves) dated Nov. 7, 1972;
Dept. of Transportation U. S. Coast Guard;
Public Notice No. 73-N-15 BRIDGES, dated July 3, 1973.

Dear Sir:

Recent repairs (April 1974) by the Oregon State Highway Dept. to the drawbridge across Coalbank Slough at Coos Bay has once again brought this concern to the attention of the City of Coos Bay Planning Commission. During the course of these repairs the Highway Dept. installed piling in Coalbank Slough at the drawbridge. This piling has the outward appearance of being permanent rather than temporary in nature; and, therefore, the Planning Commission wishes to go on record once again as being adamantly opposed to the permanent closure of the Coalbank Slough drawbridge. It is the consensus of the Planning Commission and the Coos Bay Estuary Committee of Coos County that Coalbank Slough be kept open as navigable waters due to its unique value to the estuarine system.

As a navigable waterway, Coalbank Slough has a limitless development potential for industrial, commercial, and recreational purposes. Its closure will also close the door on some of the development potentials of this area. The Planning Commission is aware that the drawbridge has not been opened in some twenty years, and that it requires approximately 2½ hours for one complete open-close operation which would result in serious time delay of highway traffic. However, the Commission is also aware that in the future it will be prudent to construct a highway bypass and thus relocate through highway traffic from downtown Coos Bay and North Bend. At such a time the reconstruction of the present inadequate drawbridge to a modern fast operating drawbridge will be very desirable.

It is well to remember that the governor's office designated the Coos Bay Area as an economic growth center in early 1972, and as such, subsequent actions by the various state agencies should compliment and reinforce the economic promotion of the Bay Area rather than deprive the area of any of its inherent development potentials.

Keeping in mind that every effort is being made to finalize and adopt plans to protect and enhance the total Coos Bay estuary, we would greatly appreciate your making every effort to see that this unique and valuable area retain all its development potentials and be kept open to the public as a navigable waterway. Once again, we urge you not to allow the permanent closure of the Coalbank Slough drawbridge.

Sincerely,

CITY OF COOS BAY PLANNING COMMISSION

Don Boynton

Don Boynton
Chairman

261-23

DB/rs

cc: Coos County Planning Commission
Oregon Highway Division
U. S. Coast Guard
Portland Dist. Corps of Engineers

[illegible] 14-1-1
Coalbank
Sl.

June 10, 1974

Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Coalbank Slough Bridge
US 101, Bridge 2478
Encroachment of Navigation Opening

Your letter of May 31, 1974 refers to several planks which are projecting into the navigation opening of the subject structure. These planks are the scaffolding necessary for the workmen to perform the maintenance work at the site. The scaffolding is attached to the falsework piles which were recently installed in accordance with a permit issued by your office.

It will be necessary that the scaffolding remain in place until the falsework piles are removed in order that the work can be accomplished.

Ends of planks and support members which are projecting in such a manner as to inflict puncture-type damage to boat hulls will be faired with rub-rails to minimize damage to boats as much as possible.

We believe this will minimize danger to passing boats and provide a satisfactory situation for the time the scaffolding must remain in place.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:dh js
bc: F. B. Klaboe
A. E. Johnson
D. H. Moehring w/att.
W. J. Hart
J. J. Gix w/att.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 321
31 May 1974

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Assistant State Highway
Engineer
Highway Building
Salem, Oregon 97310

Re: Coalbank Slough Bridge - U.S.-101

Gentlemen:

The Coalbank Slough bridge on U.S.-101 has recently received considerable attention from the marine public. You applied for a temporary permit to construct a center support under the bridge, thus allowing you to perform necessary maintenance. The falsework permit will expire on 15 July.

Several residents of Coalbank Slough who operate boats have become very concerned that Oregon State Highway Division desire to close the waterway to navigation. They further report that when the falsework piles were placed that several planks were left projecting into the remaining navigation opening. In view of the volume of objections received, an extension beyond 15 July for removal of falsework piles cannot be assumed at this time. It is also requested that you examine the opening for any other encumbrance on the navigation openings and report on the findings.

Sincerely,

R V Hackney
R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

R. W. ELLISON

RECEIVED
[illegible] 1974
BRIDGE DIVISION

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 13, 1974

FILE:

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

NOTED
H. S. COULTER

TO: MEMO TO THE FILE

A meeting was held in the Coos Bay City Hall to discuss the Coalbank Slough Bridge on the Oregon Coast Highway in the City of Coos Bay. Those in attendance were Don Holms, Chairman of the Coos Bay Planning Commission; Andy Nasburg, an interested citizen; Henry Hanson, Manager, Coos Bay Port Commission; Ted Winters, Executive Department, State of Oregon; Alfred Shirley, Jr., Regional Engineer, O.S.H.D; B. E. Brown, District Engineer, O.S.H.D; Karl Elfving, property owner on Coalbank Slough.

Mr. Elfving made an impressive slide presentation on the recreational and industrial potential of the area around Coos Bay, particularly that which is water oriented. Mr. Elfving is very enthusiastic concerning the long-range potential for small boat development of the Coalbank Slough, particularly upstream from the highway crossing. He believes very strongly that a low level fixed span highway bridge would prohibit any development of the slough. He envisions a quick opening structure on the highway that would permit small boat servicing facilities, moorage, recreational boating and other water oriented activities developing on all of the slough.

He believes that the Coalbank Slough is the only area left in Coos Bay with this potential. He has plans (and stated that he intends to begin carrying out) for a docking facility for a tour type boat plus the associated facilities, parking lot, restaurant, etc. This would be on a portion of the 42 parcels of land he currently owns. One of the reasons Mr. Elfving feels that this area has potential is because currently there are streets and water and sewer services available.

The Coos Bay Planning Commission is on record as being in favor of a bridge over the slough that will open and permit boat passage. Also the Coos Bay Estuary Committee is on record as being in favor of this. During the discussion, it was indicated that the Coos Bay Port Commission and Coos County Court would be requested to go on record also as being in favor.

RECEIVED
MAY 14 1974
Office of
Assistant State Highway Engineer

Mr. Elfving feels that the Highway Division has not been fair in the operation and maintenance of the existing Coalbank Slough Bridge by not having it open for some 20 years and permitting the structure to be in its present condition. He is particularly disturbed that the Coast Guard issued the temporary permit for the driving of the piling which we recently did without having some public input.

All those attending were aware and understood that our proposed repairs have to be made to make the structure capable of handling the loads it is carrying. I stated that the request for a fixed span approval was in the Washington, D.C. office of the Coast Guard and to the best of my knowledge, no action was being taken at this time. I was asked for a cost comparison on high rise and low level fixed spans, bascule span, lift and swing spans. I told them in all honesty that I was unable to answer that question. I informed the group that our Bridge Section was now working on the design of repairs and we would proceed with the work when the design was received. Ted Winters said that he would return to Salem and recommend to Robert Davis, the Governor's Assistant, that a meeting be held with the group from Coos Bay, the Governor's Office and the Department of Transportation to further discuss the matter. It was indicated that Mr. Elfving would be asked to make a presentation similar to the one that he gave in this meeting.

AS/cw

cc A. E. Johnson
H. S. Coulter ✓
D. H. Moehring
Walter J. Hart
B. E. Brown
Karl Elfving

NOTED
H. S. COULTER

Roseburg, Oregon
May 6, 1974

JAMES J. GIX
Regional Maintenance Engineer

Coalbank Slough Bridge
Meeting with Mr. Karl Elfving

MEMO TO THE FILE

On April 30 I made an inspection of the Coalbank Slough Bridge to determine the alterations from the original design details so that the Bridge Design Section could proceed with modifications to the structure to make it suitable for legal loads. Duane Kirby accompanied me and with the assistance of the Bridge Crew, we were able to measure up the various additions and corrections that have been made.

While at the site, Mr. Karl Elfving who owns property up the Coalbank Slough and who has been our protagonist on the subject bridge, drove up to the bridge and introduced himself. I explained that I was in a general way responsible for what was going on at the structure and that we were merely trying to fix up the "old girl" so that it would carry traffic and the traveling public would not be in danger. He asked why we drove treated timber piling under it, and I stated that it was the only safe way to proceed and certainly when the piling came out, we would be able to salvage what was left whereas with untreated piling, we would have no real use for the materials that would be left over, which would be about 30 ft. in length.

He proceeded to fill me in with his rather grandiose plans for future development on the Coalbank Slough in which he compared the Coalbank Slough to a harbor basin in the Richmond area in California, or Newport Beach. His goal is to develop his water front property of which he owns some 30 or 40 lots so that it has a value of $4,000 per front foot. At least this is the figure he said the economic development in California brought out. He later confided that he would be satisfied if he were able to bring it up to a potential of $1,000 per front foot, which would be more in keeping with the economy of the Coos Bay area.

His first plan is to establish a guided tour of the Coos Bay area with a 335 passenger motor launch which would ply up and down Coalbank Slough. This would be a double deck boat which would be relatively shallow in draft,

ROSEBURG REGION
RECEIVED
MAY - 6 1974
RME RCE TE
FILE TA

RECEIVED
MAY 15 1974
Office of
Assistant State Highway Engineer

powered with diesel engines. I expressed interest in it and I think it might be well to look into what his boat plans are since it is possible that this type of boat could get under a structure with only slightly more clearance than we presently have.

I am certain from talking to the man that he is not going to change his plans since he has been working on his overall plan for his property for some 11 years now and does not hesitate to contact the Commandant of the Coast Guard, the Bridge Engineer, the Governor's Office or wherever necessary to pass on his need for governmental assistance.

He would like to arrange to have lunch with me the next time I am in Coos Bay and I think that we should proceed to keep the lines of communication open with him since it is only in getting his cooperation that we will be able to achieve any approval for a replacement structure or modification of our existing permit.

JJG/cw

cc Walter J. Hart
B. E. Brown
H. S. Coulter

Roseburg, Oregon

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX
Regional Maintenance Engineer

City of Coos Bay Official
Position
Coalbank Slough Operation

MEMO TO THE FILES

RECEIVED
MAY 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

On this date I called Mr. Richard L. Kahanek, who is the City Manager for the City of Coos Bay. I introduced myself and advised Mr. Kahanek that the Highway Division was experiencing some problems with the maintenance and operation of the Coalbank Slough Bridge and merely wanted to discuss and inform the city on the situation.

Mr. Kahanek said the City Council had taken the official position in their long range planning that it would be advantageous to the city if Coalbank Slough were to remain andopen or navigable stream. The need here is for small boat basin to replace a capacity which is severely strained now in the Charleston area. I explained that the bridge had not been opened for some time and that we were attempting to repair it so this could be a remote possibility. I did advise though that we were considering, in the long range, replacing the bridge and needed to know what the needs of the community were relative to a fixed span or a draw span. I explained that the bridge was a hand operated bascule span and had been known to take from 45 minutes to an hour and 45 minutas to go through the cycle of opening.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 3 '74
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

Considering the traffic which drives back and forth on US001 at that point, he immediately got the point as to the inadvisability at this time of attempting an opening.

After talking to Mr. Kahanek, I felt that they certainly would support us in our efforts to protect the traveling public from an unnecessary opening. In the long run,Ihowever, I fear that the City Council and the city would take the official position that any future structure should be a ~~modern~~ span with the capability of allowing ships to pass.

ROSEBURG REGION
RECEIVED
1974

JJG/cw

cc: Coulter
Hunter

CC B.E. Brown,
Walt Hart, [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 24, 1974

FILE:

NOTED
H. S. COULTER

ORIGINAL [illegible]

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: Walter J. Hart
Bridge Engineer

SUBJECT: Status Report
Temporary Repairs
Coalbank Slough
Bridge No. 2478
Highway No. 9
M. P. 239.21

Treated timber piling have been driven for temporary support of the center of the lift span on the subject structure. The bridge will soon be supported at mid-span and will be capable of carrying all legal highway loads.

A design should be provided for permanent restoration of the structure which could possibly involve removal of all or a portion of the treated timber piling.

In the process of the shoring operation, several weaknesses in the structure, not previously noted, have come to my attention. A large diagonal crack was discovered in the end of the floor beam where the bascule leaves meet on the downstream side of the structure. Additional structural materials have been utilized to clamp the two leaves together. This is in addition to the redesigned span locks which were installed some years ago. An inspection of the counter weight locks would indicate that severe rusting has taken place on the tapered shim locks and on the structural extensions which support the back span of the cantilever.

Our Regional Bridge Inspector will pinpoint the location of the cracks and the section loss and give us a more accurate representation of the sag which we now have in the center span. We will endeavor to furnish you complete details of the added construction which has a bearing on the necessary permanent restoration plans.

It would be advisable to advise the Coast Guard that additional problems have been encountered in our repair project. Should any additional details of the structure be required, please advise.

JJG/cw

cc H. S. Coulter ✓
D. H. Moehring
B. E. Brown

[illegible] 1974

10715

OREGON STATE HIGHWAY DEPARTMENT

WORK ORDER
MAINTENANCE OR BETTERMENT

ORM E 440 (REV 5-65)

CLASS OF WORK

Coal Bank Slough

☐ MINOR BETTERMENT
☐ EXTRA GANG MAINTENANCE
☐ SECTION MAINTENANCE
☒ BRIDGE BETTERMENT
☐ BRIDGE MAINTENANCE
☐ BETTERMENT—BUILDINGS AND MISCELLANEOUS PROPERTY
☐ MAINTENANCE AND OPERATION—BUILDINGS AND MISC. PROPERTY
☐ PARKS—MAINT AND BETTERMENT

IEFIX	DIVISION NUMBER	DISTRICT NUMBER	FOR THE YEAR	DATE SUBMITTED
6-1239	3	7	73-74	April 4, 1974

GHWAY: Oregon Coast #9 Coalbank Slough

NAME OF SECTION, BRIDGE OR PARK: Coalbank Slough Bridge

Copy

AME, TYPE AND PURPOSE OF WORK: Bridge Repair

FROM MILE POST	TO MILE POST	AUTHORIZATION (1ST, 2ND, 3RD, ETC.)
9-239.21		1

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST	FUNCTION	AMOUNT
Install two center bents and repair deck as needed	152-02	$23,400.00

Outside Equipment Rental	$2,000.00
Labor	7,000.00
Material	9,000.00
Equipment	1,500.00
Contingency 20%	3,900.00
	23,400.00

RECEIVED
APR 10 1974

ATE WORK TO START: April 8, 1974

ESTIMATED DATE OF COMPLETION: June 30, 1974

STRUCTIONS:
ORIGINATOR—Submits 3 copies to Division Engineer for approval.
DIVISION ENGINEER—Sends original to Controller for budget control.
DIVISION ENGINEER—Files 2nd copy and returns approved 3rd copy to Originator.
ORIGINATOR—Uses approved 3rd copy as his authority to perform work.
Descriptions, estimates and other information given on a revised order should cover work under evious authorizations as it is intended that the revised order will replace the previous one rather an serve as a supplement to it.
THE CONTROLLER WILL MAKE THE FINAL DETERMINATION ON WHETHER CHARGES E TO BE MADE AGAINST MAINTENANCE OR BETTERMENT.

Estimated cost of work to be done under this order as per above estimate . . . $23,400.00
Amount previously authorized under this order . . . .
Increase or decrease in authorization .

Submitted by:

Approved: James
DIVISION ENGINEER

NOTES: A separate work order is to be submitted for each class of work.
This order does not constitute authority for expenditures until approved and returned.
NO CHARGES WILL BE MADE TO THIS WORK ORDER UNTIL IT HAS BEEN APPROVED BY THE DIVISION ENGINEER.

F246

mai H-1-1
[illegible]

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Serial 159
20 March 1974

Oregon State Highway Division
Attn: Mr. E. S. Hunter
Assistant State Highway
Engineer
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Subj: Coalbank Slough Bridge

Gentlemen:

Your letter of March 14, 1974, requesting approval of temporary support structure under the Coalbank Slough highway bridge on the Oregon Coast Highway in Coos Bay has been received. The plan submitted is approved.

This approval is for the period beginning upon receipt of this letter and ending on July 15, 1974. The temporary supports are to be totally removed on that date unless an extension of time is granted by this office.

Sincerely,

R V Hackney
R. V. HACKNEY
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Approved letter and
drawing of falsework

3-25-74
Copy to Coulter
Maehring
Hart
Shirley

RECEIVED
MAR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 14, 1974

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Coalbank Slough Bridge
Oregon Coast Highway
Coos County, Oregon
Maintenance Work

Approved as shown.
Date 20 MAR 1974
By direction

Because of the energy crisis the Oregon Legislature has increased the legal weight of loads truckers may carry on Oregon Highways. The application of these heavier loads to the Coalbank Slough Bridge on the Oregon Coast Highway in Coos County has accelerated the need for maintenance work on the structure. In order to accomplish this work it will be necessary to drive two falsework bents in the center of the channel to support the end of each bascule in order that members deformed by overstress may be straightened. The arrangement of the false bents will be as shown on the attached drawing. The piles will be driven through holes cut in the deck. All work will be done using equipment positioned on the deck of the structure. No encroachment on the navigable channel other than that shown in the drawing will be required.

Your approval for installation of temporary false bents to accomplish this maintenance work is requested. It is estimated that the work will begin upon receipt of your approval and be completed about July 15, 1974. Availability of structural steel and other materials will influence the actual completion date.

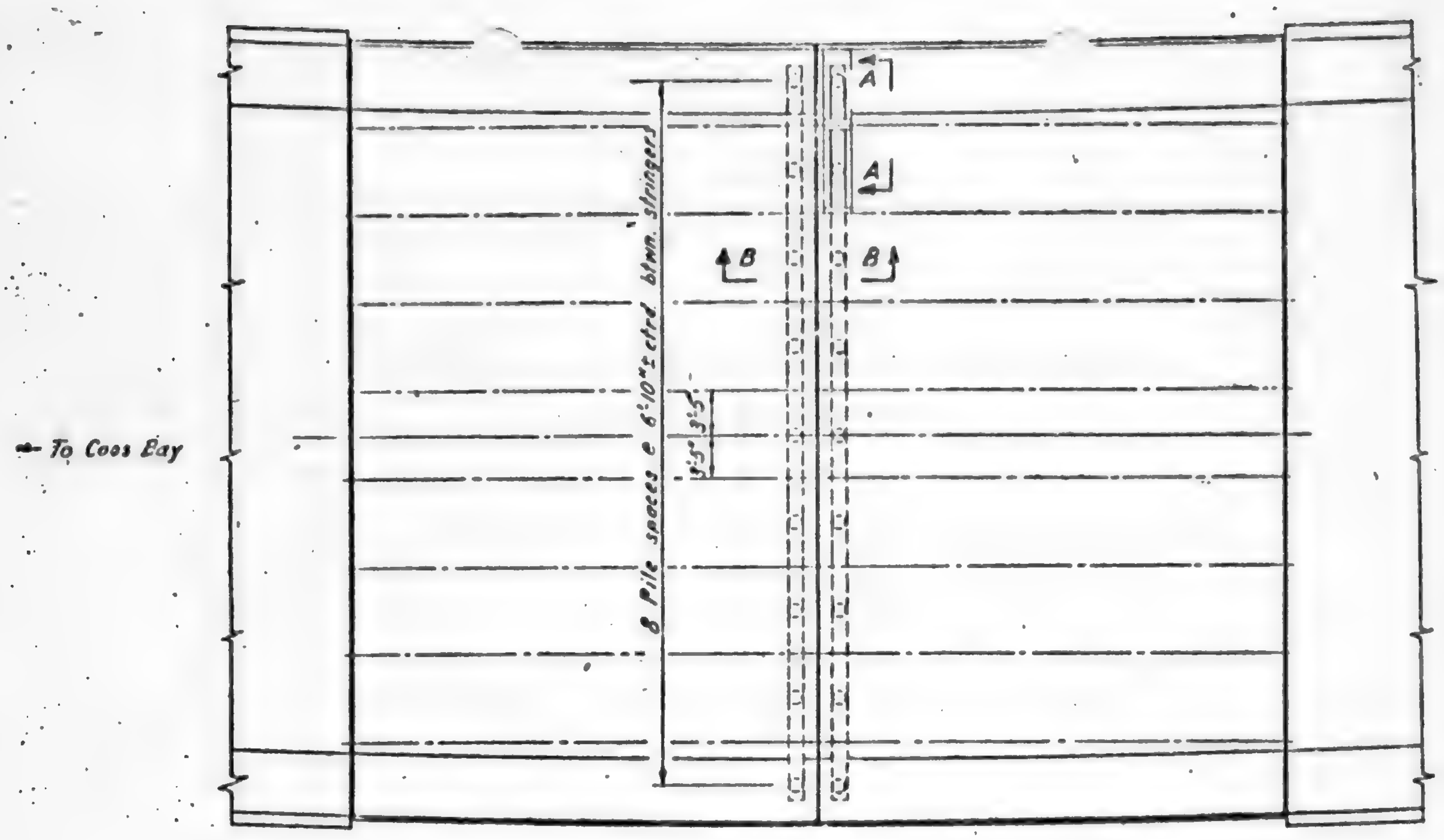
Because of the urgency of the situation, telephonic approval to this application is requested.

Very truly yours,

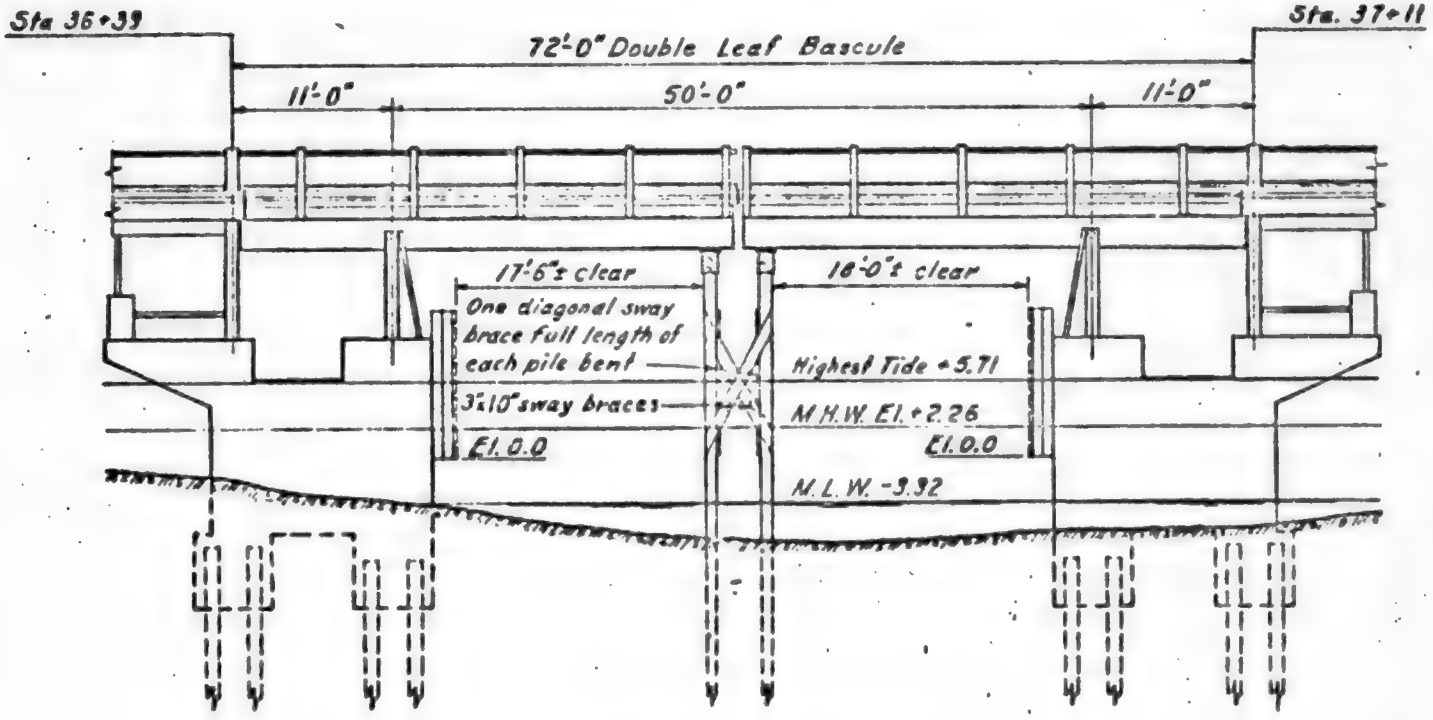
E S Hunter

E. S. Hunter
Assistant State Highway Engineer

Attachment


A
A
B
B
8 Pile spaces @ 6'-10"± ctrd. btwn. stringers
3'-5" 3'-5"
← To Coos Bay

PLAN
Scale: 1/8" = 1'-0"


Sta 36+39
Sta. 37+11
72'-0" Double Leaf Bascule
11'-0"
50'-0"
11'-0"
17'-6"± clear
18'-0"± clear
One diagonal sway brace full length of each pile bent
3"x10" sway braces
Highest Tide +5.71
M.H.W. El. +2.26
El. 0.0
El. 0.0
M.L.W. -3.32

E[illegible]
Scale: 1/8" = 1'-0"

Approved as shown.

Date 20 MAR 1974

By direction

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
COOS COUNTY

TEMPORARY BRIDGE REPAIR

DATE 3-6-74 SHEET 1 OF 1
JOB NO. 2478 DRAWING NO. [illegible]

DATE	REVISION

APPROVED

March 14, 1974

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Coalbank Slough Bridge
Oregon Coast Highway
Coos County, Oregon
Maintenance Work

Because of the energy crisis the Oregon Legislature has increased the legal weight of loads truckers may carry on Oregon Highways. The application of these heavier loads to the Coalbank Slough Bridge on the Oregon Coast Highway in Coos County has accelerated the need for maintenance work on the structure. In order to accomplish this work it will be necessary to drive two falsework bents in the center of the channel to support the end of each bascule in order that members deformed by overstress may be straightened. The arrangement of the false bents will be as shown on the attached drawing. The piles will be driven through holes cut in the deck. All work will be done using equipment positioned on the deck of the structure. No encroachment on the navigable channel other than that shown in the drawing will be required.

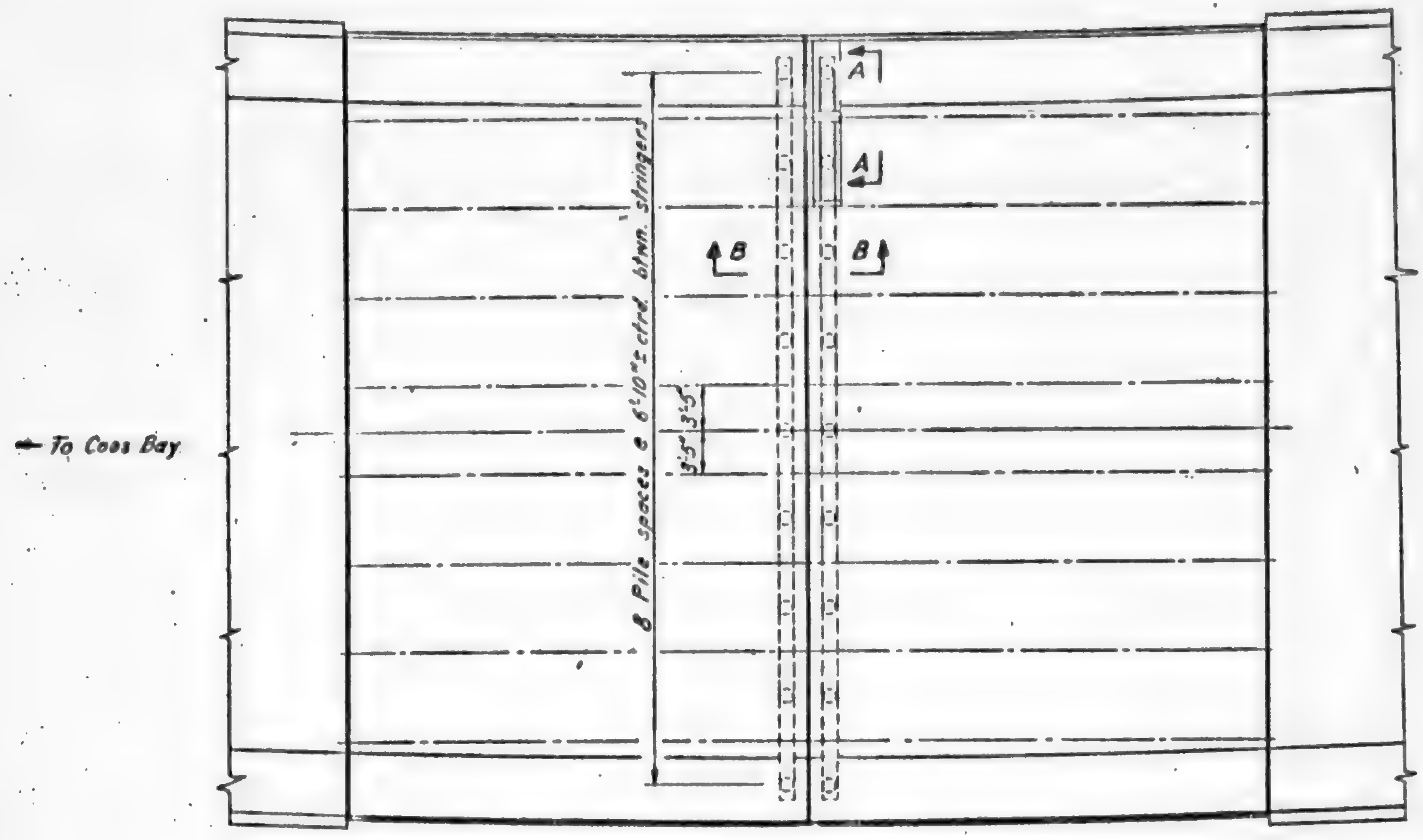
Your approval for installation of temporary false bents to accomplish this maintenance work is requested. It is estimated that the work will begin upon receipt of your approval and be completed about July 15, 1974. Availability of structural steel and other materials will influence the actual completion date.

Because of the urgency of the situation, telephonic approval to this application is requested.

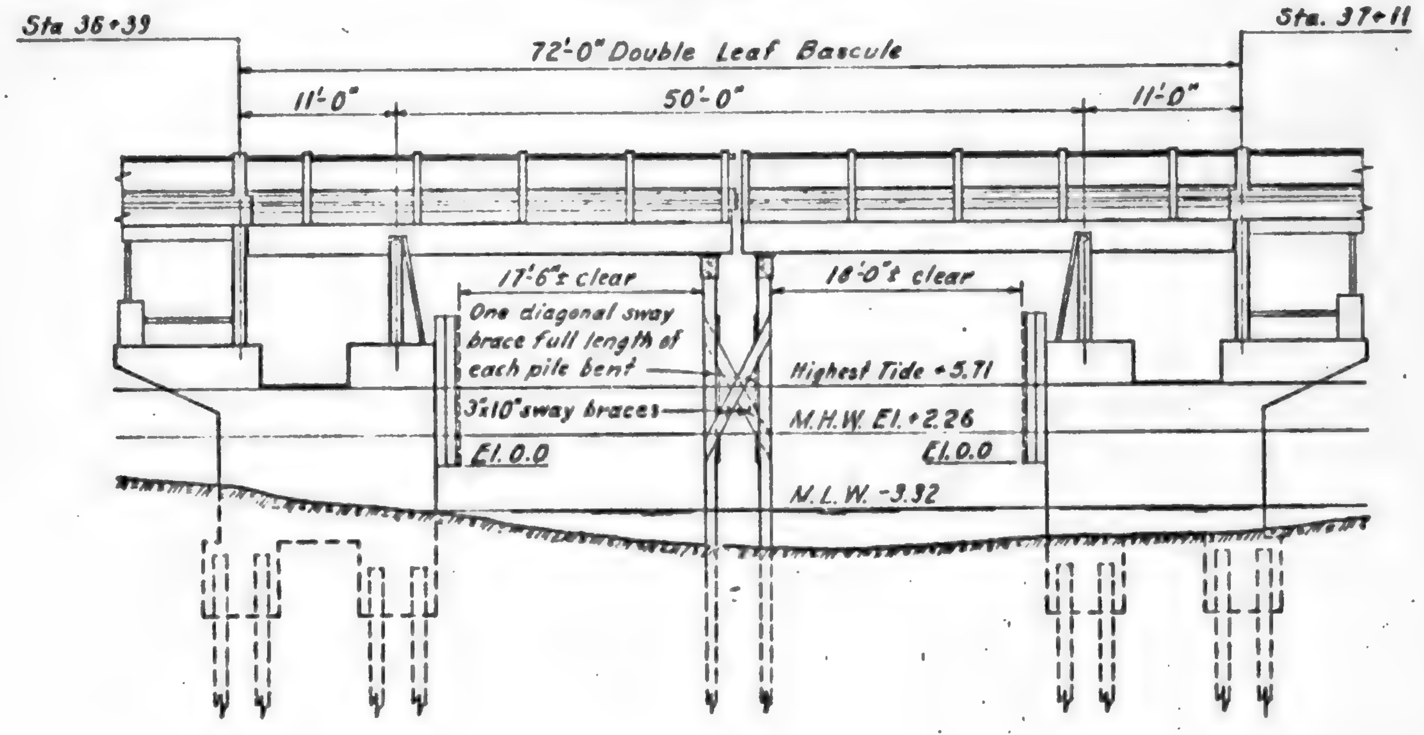
Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
RWE:dh jf
bc: F. B. Klaboe D. H. Moehring w/att.
A. E. Johnson A. Shirley, Jr. w/att.
H. S. Coulter J. E. Backstrand


A
A
B
B
8 Pile spaces @ 6'-10"± ctrd. btwn. stringers
3'-5" 3'-5"
← To Coos Bay

PLAN
Scale: $\frac{1}{8}$" = 1'-0"


Sta. 36+39
Sta. 37+11
72'-0" Double Leaf Bascule
11'-0"
50'-0"
11'-0"
17'-6"± clear
18'-0"± clear
One diagonal sway brace full length of each pile bent
3"x10" sway braces
Highest Tide +5.71
M.H.W. El. +2.26
El. 0.0
El. 0.0
N.L.W. -3.32

ELEVATION
Scale: $\frac{1}{8}$" = 1'-0"

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COALBANK SLOUGH BRIDGE
OREGON COAST HIGHWAY
COOS COUNTY

TEMPORARY BRIDGE REPAIR

DATE 3-8-74 SHEET 1 OF 1
BRIDGE NO. 2478 DRAWING NO. 29678

DATE	REVISION

APPROVED:

BRIDGE ENGINEER

DESIGNED TEA CHECKED
DRAWN TEA CALC. BOOK

From the desk of:
H. Scott Coulter

3-13-74

Walt Hart.—

I don't understand all of what J X Wilson is saying in his March 11 letter about the Coalbank slough bridge. Can you enlighten me? He seems to be inferring that we can't even make the temp. repairs w/o Coast Guard clearance. — Help. —

Scott

Bridge has taken care of seeing that Coast Guard is notified —

HSC

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

FILED
H. S. COULTER

RECEIVED
MAR 12 1974
Office of
Assistant State Highway Engineer

DATE March 11, 1974

TO H. S. Coulter, Asst. State Highway Engineer

J. X. Wilson

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT Coalbank Slough Bridge
Bridge No. 2478

We have received a copy of W. J. Hart's letter to E. S. Hunter, dated February 22, 1974, with directions to proceed with repairs.

As indicated in Hart's letter, to make the suggested improvements, the point where the bascule spans meet at mid-span must be raised back to original grade. To accomplish raising, piling must be driven in the channel to provide a jacking platform. This action, as would tying together the leaves of the bascule spans, requires a change in the operating status as a movable span, which, according to Hart's letter, we do not yet have.

So that we do not have to post the structure and to prohibit overload permits, I would suggest we approach the Coast Guard for some kind of permit to drive temporary piling to support the ends of the bascule span leaves. These would remain in place until we secure a change in the operating status of the structure, prepare the alteration design and complete the work.

Please let me know if there is some other way to proceed.

JXW/cw

cc C. T. Keasey
W. J. Hart
D. H. Moehring

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 22, 1974

27

FILE:

FROM: Walter J. Hart
Bridge Engineer

Walter J Hart

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT:
Operating Rating
Coalbank Slough Bridge
Bridge No. 2478

We have just completed an analysis on the Coalbank Slough structure on the Oregon Coast Highway in Coos Bay. The operating rating for this structure based on a maximum stress level of 75 percent of yield and structural conditions as they exist, is 29,000 pounds for a tandem axle load. The legal maximum tandem axle load is 34,000 pounds or 5,000 in excess of its operating capacity.

Unless some remedial maintenance work is done on this structure, the bridge should be posted and continuous and special overload permits prohibited from the structure.

There are several reasons for the low operating rating. The existing deck on the double leaf bascule spans is a timber plank deck. Due to excessive deflection in this timber decking, it was impossible to hold a wearing surface on the deck. To overcome the deflection problem, auxiliary timber stringers were installed. There has also been some rotation of the piers which has caused problems with binding of the two leaves of the bascule spans. The combination of the circumstances has led to the placement of up to a maximum of 5 1/2 inches of A.C. on these spans.

In order to increase the operating rating for this structure, it would be necessary to brace the compression flanges against buckling. The structure should also be raised back to grade and the existing A.C. wearing surface removed and replaced with a one-inch epoxy bonded wearing surface. If these conditions are met, the operating rating of the structure would be high enough to permit continuous overload permits.

A positive recommendation on remedial steps to correct this problem is complicated by a pending request to the Coast Guard to change its operating status as a moveable span. This request has been in Washington, D.C., for action for some period of time with no indication of when any action may be forthcoming. If the status of this structure as a moveable span can be altered as requested in our application, then the corrective steps taken can be much more positive.

WJH:dh

cc D. H. Moehring

FEB 26 1974
Office of
Assistant State Highway Engineer

2-27-74

Bud Shirley –
Proceed w/ repairs
as indicated. Advise
when completed.
H.S. Coulter
by C Keeney

2-25-74

Coulter
for handling
suggest immediate repair
ESH

cc Moehring

RECEIVED
FEB 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

February 25, 1974

Mr. W. J. Wilkes
Chief, Bridge Division
Federal Highway Administration
Nassif Building, 400 7th St. S.W.
Washington, D. C. 20590

Attention: Mr. Stan Gordon

Dear Sir:

Enclosed are applications for the Special Bridge Replacement Program, on computer cards, for two bridges.

A review of our recently completed inspections and load ratings indicates that these two additional structures merit replacement consideration. Please add these applications to those currently on file. Structure No. 6070 is on the TOPICS Type II System in the city of Lake Oswego, and Structure No. 2478 is on the Coast Highway in the city of Coos Bay.

Very truly yours,

for H. S. Coulter
Assistant State Highway Engineer

Enc.

JJG:cc ia

bc F. B. Klaboe
A. E. Johnson
W. J. Hart
D. H. Moehring
H. S. Cox
H. A. Schell, FHWA

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 22, 1974

SUBJECT: Application for Special Bridge Replacement Program

To: H. S. Coulter
Assistant State Highway Engineer

Recent inspections and information from the Bridge Design Section indicates that the following two bridges should be added to our Special Bridge Replacement Program.

Mr. Hunter promised in a letter to the City of Lake Oswego, in January of this year, that the McVey Bridge, Bridge No. 6070, would be given consideration. The Bridge Section now finds it necessary to place a load restriction on the Coalbank Slough structure which makes it imperative that we consider all sources of funding to replace that structure as soon as practical.

yellow copy
file [illegible]

James J. Gix

James J. Gix
Bridge & Sign Maintenance Engineer

JJG:cjc

Attachment

RECEIVED
FEB 22 1974
Office of
Assistant State Highway Engineer

14-1-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 24, 1973

FILE: [illegible] k

FROM: Walter J. Hart
Bridge Engineer

TO: Memo to the File

SUBJECT:
Coalbank Slough
Bridge 2478

NOTED
E. S. HUNTER

At 2:20 p.m. on April 23, 1974 a call was received from Ed Shields of the Seattle office of the Coast Guard. Mr. Carl Elfving of Coos Bay had been in the Coast Guard Office earlier in the day to complain about the maintenance activities currently under way at the Coalbank Slough Bridge. Mr. Elfving objected to the Coast Guard's issuance of a permit to place temporary pile bents in the navigation channel to facilitate repairs to the span.

Mr. Shields indicated that due to this objection the Coast Guard will not look favorably upon any request which would permit the false bents to remain in place past the permit expiration date of July 15, 1974.

The Seattle office of the Coast Guard is also going to advise their Washington, D.C. office that no action should be taken on the Highway Division's January 4, 1972 request to change the operating status of the Coalbank Slough Bridge to a fixed-span status. The Coast Guard will expect the Highway Division to resolve any conflicts relative to the operational status of this crossing before further action is taken on the request to declare it a fixed span.

Mr. Elfving is the gentleman who has been objecting to the conditions at the Colbank Slough crossing over the last eight to ten years.

WJH:dh

cc E. S. Hunter
H. S. Coulter
Alfred Shirley
D. H. Moehring

RECEIVED
APR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]
Coalbank
Slough

February 28, 1973

Mr. Kessler R. Cannon
Office of the Governor
207 Capitol Building
Salem, Oregon 97310

Dear Mr. Cannon:

In January 1972 the Highway Division petitioned the Coast Guard for a change in operating regulations on the Coalbank Slough Bridge. Currently the regulations require the Division to open the structure on a 24-hour notice. The 1972 request was to close the bridge permanently with a stipulation that the span would be re-activated by the State on a six months' notice by the Coast Guard.

The draw span has not been opened since 1955, at which time it was opened for the purpose of making adjustments to the draw span rest. The last opening for navigation was August 30, 1953.

The average daily traffic on the Oregon Coast Highway at the bridge location is 20,000 with a very heavy concentration at the shift changes of the local sawmills. Any opening of the structure would cause serious delay to that traffic in that it is estimated 2 1/2 hours would be required for opening and closing.

The structure itself provides 32 feet of horizontal clearance, 18 feet of vertical clearance at low water and 11 feet at high water. This will allow for the passage of small crafts.

Also by way of information, I might point out the State has 139 bridges on its critical bridge list. Under the current funding situation, no relief is in sight with respect to reconstruction money. Our needs on the Highway System, other than for structures, far exceed the anticipated revenue and no consideration will be given to reconstructing the Coalbank Slough Bridge unless a major development was to go in upstream.

It would seem inappropriate to expend reconstruction money for that structure prior to relieving our other structural and roadway needs having a much higher priority.

I hope the information contained in this letter will provide you the data with which to reply to the Coos Bay Planning Commission. If you need further information, please call.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
D. H. Moehring
J. H. Versteeg

STATE OF OREGON

ROUTE SLIP

Date 2/19/73

TO: Ed Hunter - Highways

FROM: Ness

CHECK

____ Approval
____ Necessary Action
____ Prepare Reply
____ For My Signature
____ Your Signature
____ Comment
____ Initial and Return

____ Investigate
____ Confer
____ Per Telephone Conversation
____ For Your Information
____ As Requested
____ Note and File
____ Return With More Details

COMMENTS: The Coos Bay Planning Commission is in the midst of long-range planning, and would like to see the status quo maintained. They see no way they might ask for the bridge to be opened- but at this stage of the game they request no change is possible. How about this?

81-125-3007 SP*68635-125

2-28-73
original returned to
[illegible]

Misc

Coalbank Slough.

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

February 1, 1973

RECEIVED
COUNTY & CITY SECTION
FEB 7 - 1973
☑ ENGR. ☑ COOR. ☑ LE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, Oregon 97310

RE: Your letter, dated December 21, 1972, to A. J. Heineman, Portland District Corps of Engineers, in reference to PN071-OYA-1-001010 (Coalbank Slough - Wharves), dated November 7, 1972

Dear Sir:

Your letter was given to us (City of Coos Bay Planning Commission) at a recent Commission Meeting concerning the closure of Coalbank Slough. It is the concensus of the Coos Bay Planning Commission that Coalbank Slough should, in fact, be kept open as navigable water due to its unique value to the estuarine system.

The Coos Bay Estuary Committee, a committee established by the Coos County Planning Commission to develop land and water use studies in the Coos Bay Estuary, spoke out strongly in keeping all waterways open to marine traffic. We refer you to Section #5(C), Item #10 of that report; "The Committee strongly recommends that access to tributary waters, specifically Coalbank Slough, be continued and improved upon and that no bridges be closed to preclude such access.". This Committee also recommended that existing salt marsh areas along Coalbank Slough be retained as marshland and all waterways be zoned Marine Transport.

Coalbank Slough has a tremendous recreational potential. The closure of Coalbank Drawbridge would preclude all marine access. Presently the only public marine access to this area of the estuary is through this bridge.

On one hand the State speaks out in overwhelming concern of the drastic reduction of Oregon's estuaries and public rights to them; and with the other hand trys to close off a large portion of one of Oregon's largest estuaries.

(Cont'd)

Keeping in mind that every effort is being made to finalize and adopt plans to protect and enhance this estuarine area, we would greatly appreciate your making every effort to see that this valuable area of the Coos Bay Estuary be kept open to the public.

Again, we urge you not to allow the closure of Coalbank Drawbridge.

Sincerely,

CITY OF COOS BAY PLANNING COMMISSION

Andrew C. Nasburg,
Chairman
Coos Bay Planning Commission

ACN/db

cc: Carl Elfving

Coos County Planning Commission

Oregon State Highway Division

Coast Guard

State Water Resources Board

Fish Commission of Oregon

Oregon State Game Commission

Division of State Lands

RECEIVED

FOR FILING

Main
Bridges
Draw
Coalbank Sl

January 4, 1972

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Re: Review of Drawbridge
Operation Regulations

Receipt is acknowledged of your October 15, 1971, letter, Serial 829, and a review has been made of those drawbridges on the State Highway system operated by the State Highway Division. Attached is a list which indicates pertinent information for six structures for which a revision in operating regulations is requested. A brief discussion of each of the six structures follows.

Item 1. Isthmus Slough - Coos River Secondary Highway.

The Federal Register requirements for this structure are that it is to be opened on call; however, for many years the Highway Division has operated this structure on a four-hour notice. This has worked very well for the local Coos Bay traffic which uses the waterway. To our knowledge there has been no objection to this four-hour period and we request that the formal regulations be revised to permit opening on a four-hour notice.

Item 2. Catching Slough - Coos River Secondary Highway.

The average annual number of openings for this structure is two. Current Federal Register requirements are to open on call; however, for a number of years the Highway Division has opened this structure on four-hour notice without objection by the local water traffic. We request that the formal regulation be revised to require a 48-hour notice.

Item 3. Coos River - Coos River Secondary Highway.

The average annual openings for this structure is six. The current Federal Register requirements are to open on call; however, for a number of years the Highway Division has operated this structure on a 12-hour notice. We request that the formal regulation be revised to reflect the current operating procedure of 12-hour notice.

Item 4. Coalbank Slough Bridge - Oregon Coast Highway.

At this location on the Oregon Coast Highway traffic is in excess of 20,000 ADT with a very heavy concentration at the shift changes of the local sawmills. Inasmuch as this structure provides 32 feet of horizontal clearance, 18 feet of vertical at low water and 11 feet at high water, and the structure has not been opened for navigation since August 30, 1953, the State requests a permanent closure with the usual notice that the structure will be re-activated on a six months'notice by the Commandant.

Item 5. John Day River Bridge - Lower Columbia River Highway.

This structure has a Federal Register requirement to open on 12-hour notice. The Highway Division has adhered to the 12-hour notice; however, because of the type of navigation, which consists of local construction equipment, and because there has been an average of only two openings per year, the State requests a change in the operation to require a 48-hour notice.

Item 6. Walluski River Bridge - Nehalem Secondary Highway.

The Federal Register requires this structure to open on call. The posted regulations by the Highway Division require a 24-hour notice. The Highway Division is requesting a revision in the operating regulations from those now listed in the Federal Register to require a 48-hour notice for opening. The last openings on this structure for navigation were December 10 and 11, 1963.

In the best public interest, I respectfully request that you take the necessary steps to implement the above requests for revision to the operating regulations on the listed structures.

The State is very desirous of revising the operating regulations on the Siuslaw River Bridge at Florence and the Bullards Bridge across the Coquille River at Bandon. At the present time an investigation is underway to determine the best method of providing radio-telephone communications from ships at sea to the bridge operators. In the very near future the Highway Division will request revised operating procedures for these two structures.

Very truly yours,

Tom Edwards
State Highway Engineer

By

E. S. Hunter
Assistant State Highway Engineer

IDM:dh jf
Attachment

bc: Tom Edwards
A. E. Johnson
R. N. Bothman
Walter J. Hart

ITEM NO.	BRIDGE NO.	HIGHWAY	LOCATION	WATERWAY	RIVER MILE	OPERATION		
						REGISTER	POSTED	PROPOSED
1	1132	Coos River Secondary	Coos Bay	Isthmus Slough	1.0	On Call	4-hour notice	4-hour notice
2	2278	"	"	Catching Slough	1.0	On Call	4-hour notice	48-hour notice
3	7176	"	"	Coos River	2.2	On Call	12-hour notice	12-hour notice
4	2478	Oregon Coast	"	Coalbank Slough	0.4	24-hour notice	24-hour notice	Closure 6-mo. notice to reactivate
5	1827	Lower Columbia River	Astoria	John Day River	1.0	12-hour notice	12-hour notice	48-hour notice
6	2320	Nehalem Secondary	"	Walluski River	1.0	On Call	24-hour notice	48-hour notice

RECEIVED
AUG 28 1967

FOR FILING
Print
Bridges
Draw

August 28, 1967

The Honorable James B. Bedingfield, Jr.
State Representative
1893 Kingwood Avenue
Coos Bay, Oregon 97420

Dear Mr. Bedingfield:

This is in response to your August 23 inquiry concerning the highway bridge across Coalbank Slough at the south city limits of Coos Bay.

We cannot speak for the Southern Pacific Company as we have no first-hand knowledge of the Railroad's intentions or plans.

As you know, the Highway Department is strictly controlled by U. S. Corps of Engineers' regulations on the operation of the draw in the highway bridge at Coalbank Slough. The Commission or Department has no policy other than this. We all recognize that it would be desirable to rebuild or replace the highway bridge with one containing a power draw. It is a very laborious and difficult problem to open the existing bridge as it must be done manually and with an average of 17,000 vehicles crossing the bridge daily, the matter becomes one of strong public interest.

What I have tried to say is that the Coalbank Slough situation presents a problem but this Department has no plan other than to comply with Corps of Engineers' regulations.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
L. R. Chandler
Ralph Sipprell

RLP:ms:rg

Home Address
JAMES B. BEDINGFIELD, JR.
1893 Kingwood Ave.
Coos Bay, Oregon 97420

STATE OF OREGON
HOUSE OF REPRESENTATIVES
Salem 97310

August 23, 1967

Mr. Forrest Cooper,
State Highway Engineer,
State Highway Building,
Salem, Oregon.

Dear Mr. Cooper:

Porter

There is growing concern among many citizens of Coos Bay that some effort is being made by both the Southern Pacific Company and the Highway Department to restrict or stop the use of Coalbank Slough at the South city limits of Coos Bay by extending time notice required for, or eliminating the possibility of, opening the highway and railroad bridges which spand the slough. Extensive plans are now being made for development of the area into which the slough extends and those plans require the free use of Coalbank Slough for water craft.

I will appreciate your furnishing me with a statement of the policy of the Department and the Commission with regard to future restrictions on the opening of the highway bridge across Coalbank Slough, particularly with reference as to whether or not any plans are presently being made to attempt to permanently close the bridge, or to extend the length of time for notice required foropening.

Very truly yours,

James B Bedingfield
James B. Bedingfield, Jr.
State Representative

RECEIVED
AUG 24 1967
STATE HIGHWAY ENGINEER

10/11

RECEIVED
JUN 1 - 1967

FOR FILING

Maint
Bridges
Roads

Salem, Oregon
May 31, 1967

Coalbank Slough Bridge
US101

Mr. R. L. Porter
Deputy State Highway Engineer

I have a recent inspection report on the Coalbank Slough Bridge which indicates serious consideration should be given to rehabilitation of the span.

I would recommend that this be kept in mind for replacement in preparing any programs for the coming biennium.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
Victor D. Wolfe
E. S. Hunter

Rough Est – $900,000

copies to Gifford - Morgan - 6-1-67

Put on list of coming attractions

RECEIVED
MAY 10 1967

FOR FILING
Maint
Bridges
Drawi

Salem, Oregon
May 9, 1967

Coalbank Slough Bridge
Oregon Coast Highway
Coos County

Mr. E. S. Hunter
Maintenance Engineer

Attention Mr. H. W. Hughlett

Please take the steps necessary to:

1. Develop plans for installing mechanical lift equipment on the Coalbank Slough Bridge.

2. Check the positioning of the structure and determine what, if necessary, must be done to insure free lift openings of this structure.

3. Develop plans for re-establishing the center locks as indicated in the original design, or some variation thereof. These should be mechanically operated.

Costs for the above items should be developed and cleared with me before actual detailing work begins.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Enc.

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

RECEIVED
OCT 11 1966

FOR FILING

Maint
Bridges
Arabo

October 10, 1966

Mr. Karl Elfving
1027 Elrod
Coos Bay, Oregon

Dear Mr. Elfving:

Reference is made to your recent inquiry concerning provision of a drawspan on the US101 crossing of the Coalbank Slough to accommodate river traffic generated by the development of a marina upstream.

With the present vehicular traffic, the estimated cost of time delay to vehicular traffic would be in excess of $1,000 per opening.

In addition to costs resulting from the time delay, we could expect a build-up of accidents, notably rear-end collisions, which is the inevitable result any time there is a blockage of moving traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
Ivan Merchant

FBC:njc/TE:ja

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 4, 1966

SUBJECT: US101 Crossing
Coalbank Slough
Coos Bay

To: Tom Edwards
Asst. Highway Engineer
BUILDING

I attach a summary of arithmetic on time delay costs at the subject location with possible draw-bridge operation. The interminate factor in this is the number of boat movements and the total time of road closure resulting therefrom.

I have assumed an accumulative total of one hour closure per day and arrived at an annual cost of time delay to vehicular traffic of $334,523.

I also attach a Suggested-Draft of a letter to Mr. Karl Elfving.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
October 3, 1966

Estimated time delay cost to vehicular traffic due to opening of Coalbank Slough Bridge on the Oregon Coast Highway, to river traffic.

(Assuming a cumulative total of one hour per day bridge opening)

Estimated Daily Cumulative Time of Bridge Opening	Estimated Average Delay Time Per Veh.	Worth of Veh. Hour $	Worth per Vehicle $	Estimated Average Hourly Volume (6 AM - 10 PM)		Estimated Annual Delay Cost $
		Light Vehicles				
1 Hr.	30 Min.	1.80	0.90	950		$ 312,075
		Commercial Vehicles				
1 Hr.	30 MIn.	2.45	1.23	50		22,449
					TOTAL	$ 334,523

RECEIVED
SEP 29 1966

FOR FILING

Maint
Bridge
Draw

Coalbank

Salem, Oregon
September 28, 1966

Mr. F. B. Crandall
Traffic Engineer

Mr. Ivan Merchant
Bridge Engineer

There is considerable stirring with respect to development of a marina in Coalbank Slough upstream from US101 crossing.

Mr. Crandall will please prepare a traffic delay analysis.

Mr. Merchant shall discuss with me the possibilities of installing mechanical opening machinery, either gas or electric powered, at this structure.

Mr. Crandall shall prepare a rough draft of a letter concerning the delay of traffic to Mr. Karl Elfving, 1027 Elrod, Coos Bay.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

16

RECEIVED
AUG 22 1966

SP*18102-734

FOR FILING
Maint
Bridges
Draw

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1966

SUBJECT: Signing for Opening of Coalbank Slough Drawbridge

To:

R. N. Bothman
Sign Engineer

Signs

The Corps of Engineers expect that approval of the revisions to the regulations for opening the Coalbank Slough Drawbridge will not be approved for about two months.

They further advise that this is probably "so much red tape" and that signs advising of the new regulations should be placed.

Please see to manufacture of the signs as per the attached list and send them to George Baker for installation.

E. S. Hunter
E. S. Hunter
Maintenance Engineer

ESH:je

cc: Tom Edwards ✓
L. R. Chandler
George Baker

RECEIVED
AUG 1[illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

SUGGESTED SIGN WORDING

1.

BRIDGE OPENED

ON REQUEST

BETWEEN

7:00 PM AND 6:00 AM

EXCEPT SATURDAY, SUNDAYS OR LEGAL HOLIDAYS

24 HOUR NOTICE REQUIRED

Contact

F. W. Sijota - Telephone Coos Bay 888-4340
George Baker - Coquille 396-2814
E. L. Everton - Roseburg 672-4444

2.

INFORMATION ON

REQUESTS FOR BRIDGE OPENING

Call

F. W. Sijota	Coos Bay	888-4340
George Baker	Coquille	396-2814
E. L. Everton	Roseburg	672-4444

RECEIVED
JUL 29 1966

Maint

Bridges

Coalbank Slough

TATE WATER RESOURCES BOAR
500 Public Service Building
Salem, Oregon 97310

Date **July 22, 1966**

Attached are copies of public notice (s) received from **Portland** District, Corps of Engineers, on **July 22, 1966** (date).

665 Permit request submitted by: **Bridge across Coalbank Slough**

Descriptive File No. **PN 66-93 NPPND-WM-4**

Please return your comments to the State Water Resources Board by: **August 22, 1966** (date).

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

JUL 22 1966

NPPND-WM-4

20 July 1966

PUBLIC NOTICE 66-93
REVISION OF BRIDGE REGULATIONS - COOS BAY, OREGON CODE OF FEDERAL REGULATIONS, TITLE 33 CHAPTER II-CORPS OF ENGINEERS, PART 203.720

Reference is made to Public Notice 66-37 dated 25 March 1966 pertaining to a request by the Oregon State Highway Department to declare the highway bridge across Coalbank Slough a fixed bridge. Because of opposition to the proposal the request was withdrawn. The Oregon State Highway Department has submitted a modified request for a change in Federal Regulations governing the operation of the highway drawbridge across Coalbank Slough at Coos Bay, Oregon.

Existing regulations provide that the bridge shall open for the passage of vessels or other watercraft of any description upon verbal request to the person in charge of the bridge.

Revision of regulations as requested would require that whenever a vessel or other watercraft unable to pass under the closed bridge desires to pass through the draw, at least 24 hours'advance notice shall be given. Upon receipt of advance notice the bridge supervisor would specify an hour for passage through the bridge which would be least disruptive to highway traffic.

The Oregon State Highway Department records indicate that only 13 openings have been made at this structure in the past 28 years, with only 8 openings having been made since 1941. The last opening was on 20 August 1953. Highway traffic flow in 1964 was 16,300 vehicles daily. No feasible detour is available.

The bridge regulations for the Coos Bay Area were published in 1915 and 1917. It is desirable at this time to up-date these regulations in their entirety. It is proposed to revise all of Part 203.720 of the Code of Federal Regulations to delete references to named personnel and to correct geographic names.

Title 33, Chapter II, Part 203.720 would be revised to read as follows:

(a) Highway bridge across South Slough. (1) The highway bridge across South Slough shall open for the passage of vessels or other watercraft of any description upon verbal request to the authorized representative of the owner of or agency controlling the bridge.

RECEIVED
JUL 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1966
MAINTENANCE ENGINEER

Copies to: 7-27-66
L.R. Chandler
E.L. Everton
G.C. Baker
R.N. Bothman

NOTED
G. D. ANDERSON

NOTED
H. W. HUGHLETT

NOTED
ARTHUR LEE

NOTED
D. D. ALLEN

(2) Notice shall be placed on the bridge stating where the authorized representative may be found in case it is necessary for the draw to be opened.

(b) Bridge of Southern Pacific Railroad Co. (1) The drawspan of the railroad bridge below North Bend shall be kept open at all times except while actually required for the necessary passage of trains over the drawspan.

(2) During foggy weather a fog bell installed in the center of the drawspan shall be rung continuously, striking every 10 seconds.

(3) At any time during foggy weather, when the draw is closed and the passage is not clear for boats, there shall be sounded continuously a siren which may be heard at a distance of 1 mile from the drawspan. When the bridge is again opened the siren shall be stopped, indicating that the way is clear for the passage of boats.

(c) Railroad bridge across Coalbank Slough. (1) The railroad drawbridge across Coalbank Slough shall open for the passage of vessels or other watercraft of any description upon verbal request to the authorized representative of the owner of or agency controlling the bridge.

(2) Notice shall be placed on the bridge stating where the authorized representative may be found in case it is necessary for the draw to be opened.

(d) Highway bridge across Coalbank Slough. (1) Whenever a vessel or other watercraft unable to pass under the closed bridge desires to pass through the draw, at least 24 hours' advance notice shall be given to the authorized representative of the owner of the bridge.

(2) Upon receipt of such advance notice, the authorized representative shall in compliance therewith arrange for opening the draw at a time designation (within the 24-hour period) which will not coincide with a period of peak highway traffic.

(3) Notice shall be placed on the bridge stating where the authorized representative may be found in case it is necessary for the draw to be opened.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed change. Replies should be mailed to reach this office not later than 22 August 1966.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

RECEIVED
JUL 2[illegible]
OFFICE
STATE HIGHWAY [illegible]

RECEIVED
JUL 18 1966

1

FORM E-30X—80M—1-65 SP*19102-734

Maint
Bridges
Draw

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1966

SUBJECT: Coalbank Slough
Drawbridge

To:

L. R. Chandler
Division Engineer

Roseburg

You recently received a copy of the proposed federal regulations for operation of the Coalbank Slough Drawbridge.

The statements in the next-to-the-last two paragraphs allow us leeway in selecting the time for the bridge opening.

Our basic policy will be as follows:

> We will not open the bridge on holidays, Saturdays, or Sundays.
>
> We will open the bridge between the hours of 7:00 p.m. and 6:00 a.m. on all other days.

Please advise your people of the above policy.

ORIGINAL SIGNED BY E. S. HUNTER

E. S. Hunter
Maintenance Engineer

Copy to
7-15-66

ESH:je

cc: Tom Edwards ✓

Return to Ed: —

The army order was a recommendation / I do not know if they have become rule or not. /h

EDWARDS

RECEIVED
JUL 1[illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1966

FOR FILING

Maint

Bridges

Adm

July 11, 1966

Colonel William J. Talbott
District Engineer
Corps of Engineers
Portland District
628 Pittock Block
Portland, Oregon 97205

Your File: NPPND-WM-4

Dear Colonel Talbott:

The revisions which you propose to recommend for modification of regulations concerning the operation of the South Slough and Coalbank Slough drawbridges in Coos Bay, Oregon are satisfactory to us.

We appreciate your consideration in the matter and feel that this will relieve a rather difficult situation now facing us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)
L. R. Chandler (enc.)

TE:jwa

NOTED
TOM EDWARDS

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

JUL
OFFICE OF

NPPND-WM-4 7 JUL 1966

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. Tom Edwards, Asst. State Highway Engineer

Re: Federal Regulations for Operation of
Coalbank Slough Drawbridge

Gentlemen:

Reference is made to your letter of 7 June 1966 regarding revision of Federal Regulations governing opening of the subject drawbridge.

I consider requirement of 24 hours' advance notice for opening the drawbridge to be reasonable. Your proposed requirement that boats needing more clearance than the closed bridge provides must be remodeled if cost of same does not exceed $1,000 is considered discriminatory, and will not be recommended.

I am prepared to recommend modification of regulations to read substantially as follows:

Title 33, Code of Federal Regulations
Part 203.720 Coos Bay, Oreg.

(a) Highway bridge across South Slough. (1) The highway bridge across South Slough shall open for the passage of vessels or other watercraft of any description upon verbal request to the authorized representative of the owner of or agency controlling the bridge.

(2) Notice shall be placed on the bridge stating where the authorized representative may be found in case it is necessary for the draw to be opened.

(b) Bridge of Southern Pacific Railroad Co. (1) The drawspan of the railroad bridge below North Bend shall be kept open at all times except while actually required for the necessary passage of trains over the drawspan.

(2) During foggy weather a fog bell installed in the center of the drawspan shall be rung continuously, striking every 10 seconds.

(3) At any time during foggy weather, when the draw is closed and the passage is not clear for boats, there shall be sounded continuously

a siren which may be heard at a distance of 1 mile from the drawspan. When the bridge is again opened the siren shall be stopped, indicating that the way is clear for the passage of boats.

(c) Railroad bridge across Coalbank Slough. (1) The railroad drawbridge across Coalbank Slough shall open for the passage of vessels or other watercraft of any description upon verbal request to the authorized representative of the owner of or agency controlling the bridge.

(2) Notice shall be placed on the bridge stating where the authorized representative may be found in case it is necessary for the draw to be opened.

(d) Highway bridge across Coalbank Slough. (1) Whenever a vessel or other watercraft unable to pass under the closed bridge desires to pass through the draw, at least 24 hours' advance notice shall be given to the authorized representative of the owner of the bridge.

(2) Upon receipt of such advance notice, the authorized representative shall in compliance therewith arrange for opening the draw at a time designation which will not coincide with a period of peak highway traffic.

(3) Notice shall be placed on the bridge stating where the authorized representative may be found in case it is necessary for the draw to be opened.

Please advise whether the foregoing is satisfactory to the Highway Department.

Sincerely yours,

William J Talbott
WILLIAM J. TALBOTT
Colonel, Corp of Engineers
District Engineer

RECEIVED
JUL 8 1966
OREGON
STATE HIGHWAY COMMISSION

2-62

8-2660

Southern Pacific Company

IN REPLY PLEASE REFER TO

UNION STATION, PORTLAND, OREGON 97209

RECEIVED
JUN 24 1966
FOR FILE

Maint
A. W. KILBORN
SUPERINTENDENT
Bridge
[illegible]

June 22, 1966

NOTED
R. L. PORTER

File:
331-144

Mr. Richard C. Ewan, Jr.
Lt Colonel, Corps of Engineers
Acting District Engineer
Department of the Army
Portland District, Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

Referring to your letter of May 17, 1966, file NPPND-WM-4, concerning our request for closure of the drawbridge on Coalbank Slough to navigation.

You may consider this letter as the authority of the Southern Pacific Company to withdraw our application which was submitted by our letter of March 14, 1966.

Yours truly,
Original
(Signed) A. W. KILBORN

NOTED
TOM EDWARDS

copy to Hunter
6-24-66

cc: Mr. Forrest Cooper
State Highway Engineer
Attention Mr. Tom Edwards
State Highway Department
Salem, Oregon 97310

RECEIVED
JUN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 - 1965

FOR FILING

[illegible]
Bridges
Draw

SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1965

SUBJECT:

To: MEMO TO THE FILE

Mr. Carl G. Elfving was in my office June 4 at 2:00 p. m., to discuss a proposal of revamping the highway bridge across Coalbank Slough in Coos Bay. (Mr. Elfving may be contacted by mail at 1027 Elrod, Coos Bay.) He indicated that he is in possession of a piece of property lying between Broadway and First Streets and between Lockhart Avenue and Coalbank Slough. This is a short distance south of the Route 101 crossing of the slough.

He displayed plans which had been worked up by Bullard Engineering Company of Portland for the purpose of installation of ways to handle boats up to 45 feet in length for the initial installation and a later arrangement to take care of larger craft. The operation of his proposal would be to store boats during the winter season out of water where they could be protected or repaired readily.

Mr. Elfving stated that many of the boats which would use this facility would be unable to pass under the highway bridge without its being open, and that our present installation requires 24-hour notice and is an extremely slow operation in the event opening is required. His request was that we consider installation of what he termed "fast acting bridge sections" to replace the present movable span.

I advised Mr. Elfving that in the event a change was made in the bridge, it would be at the request of the City rather than a private individual and, perhaps, he should contact the City to see what its attitude would be in this respect.

In the meantime we have enough material on what he is planning to make some estimate of what the cost of the change in the present bridge might be. Attached is a list of the features

RECEIVED
JUN 8 - 1965

FOR FILING

[illegible]
Bridges
Draw

FORM [illegible]-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1965

SUBJECT:

To: MEMO TO THE FILE

Mr. Carl G. Elfving was in my office June 4 at 2:00 p. m., to discuss a proposal of revamping the highway bridge across Coalbank Slough in Coos Bay. (Mr. Elfving may be contacted by mail at 1027 Elrod, Coos Bay.) He indicated that he is in possession of a piece of property lying between Broadway and First Streets and between Lockhart Avenue and Coalbank Slough. This is a short distance south of the Route 101 crossing of the slough.

He displayed plans which had been worked up by Bullard Engineering Company of Portland for the purpose of installation of ways to handle boats up to 45 feet in length for the initial installation and a later arrangement to take care of larger craft. The operation of his proposal would be to store boats during the winter season out of water where they could be protected or repaired readily.

Mr. Elfving stated that many of the boats which would use this facility would be unable to pass under the highway bridge without its being open, and that our present installation requires 24-hour notice and is an extremely slow operation in the event opening is required. His request was that we consider installation of what he termed "fast acting bridge sections" to replace the present movable span.

I advised Mr. Elfving that in the event a change was made in the bridge, it would be at the request of the City rather than a private individual and, perhaps, he should contact the City to see what its attitude would be in this respect.

In the meantime we have enough material on what he is planning to make some estimate of what the cost of the change in the present bridge might be. Attached is a list of the features which his marine yard would include, also, a copy of Sheet No. 4 of Coos Bay showing crosshatched the property which Mr. Elfving now controls. It would be my suggestion that the Bridge Division give some consideration to the difficulties involved in making a change in the bridge span.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments
cc Forrest Cooper
R. L. Porter
Tom Edwards

INTRODUCTION TO BROADWAY MARINE CENTER

Known hereafter as BMC

BMc is a new modern marine yard, designed specifically to overcome of the manyproblems confronting small boat owners. It is designed for vessels up to 45 ' in length, which it can handle with ease, lifting them gently and quickly our of the water and then lowering them onto individual rail type carts and with a large transfer carriage moves any boat here and there in our large storage yard. It only takes a few minutes with no delays in getting your boat out or into the water.

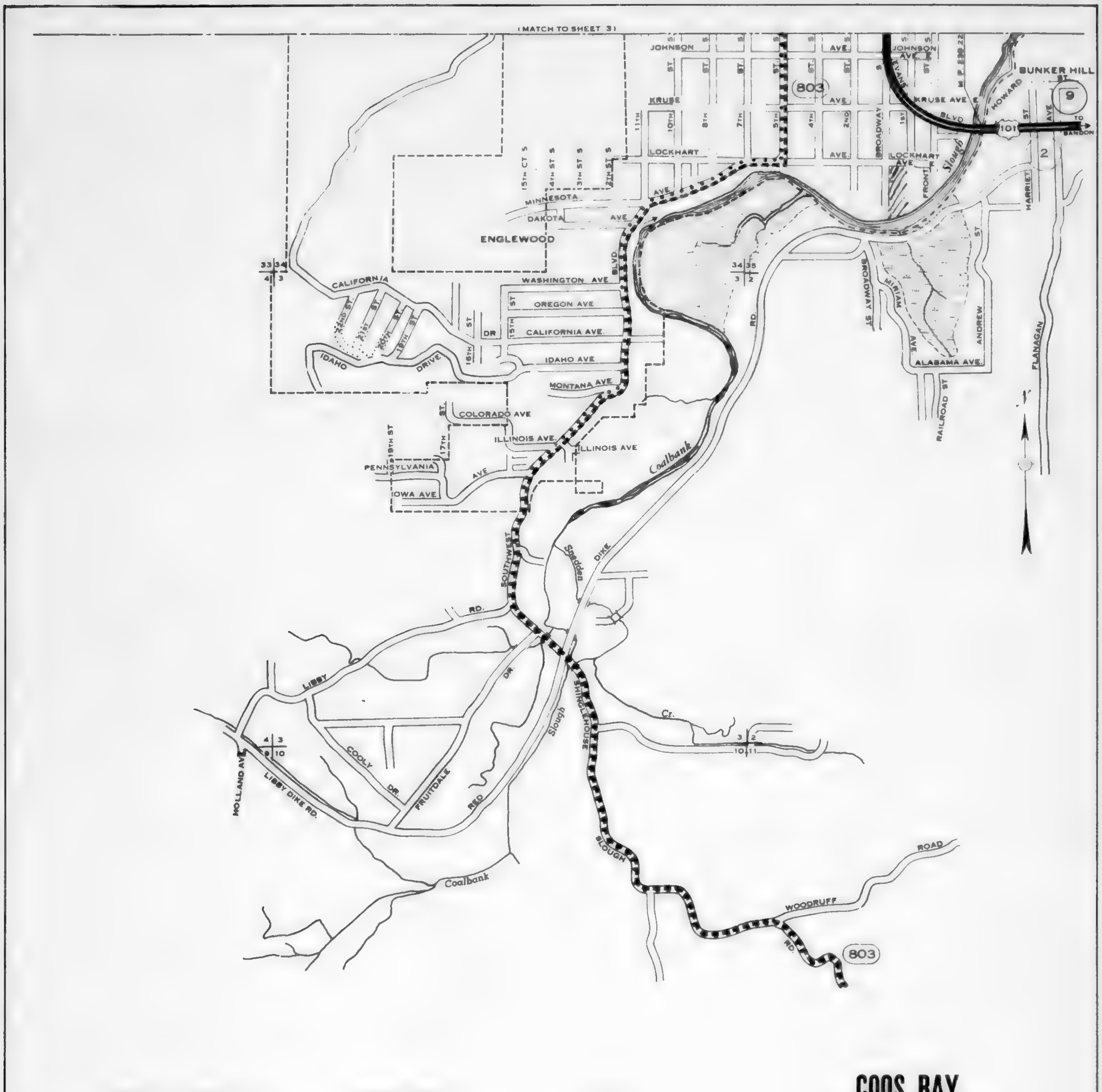
BMC features
- 20 ton hoist
- 3 ton monorail hoist
- 100 Boat Dry land storage
- Undercover storage
- New Boat Sales
- New Engine Sales
- Out board shop
- Marine Petroleum Sales
- Hi Pressure Hull washing
- Sand blasting
- Steam cleaning
- Electronic Sales and service
- Electrical service
- Tool and coverall rental
- Gear Lockers (Mobil on rail system)
- Mobile and elevating carpenter shop
- Cyclone fenced yard
- 22 boat in water moorage
- Boat and equipment brokerage
- Marine Supplies
- Antique and used marine shop
- Boat rental
- Salvage service
- Free bill fold size tide books.

BMC location- very south end of Broadway on Coal Bank Slough
Coos Bay, Oregon

When your boat is stored at BMC you are in the heart of the largest retail and service area on the Oregon Coast. The City of Coos Bay is the distribution center of Southwestern Oregon. It has highway 101 going South on Broadway with a traffice count of approximately 18,000 cars per day. Any service you need, be it a boat or automobile, is available when in Coos Bay.

BMC is fronting on Coal Bank Slough, a small waterway offering protection from tidal waves, floods, log damage and is warmer and less foggy than other areas on Coos Bay.

We believe it is the finest location for a marine storage and service center in all Oregon.


(MATCH TO SHEET 3)
JOHNSON
AVE.
KRUSE
AVE.
LOCKHART
AVE.
11TH
10TH
8TH
7TH
5TH
4TH
2ND
1ST
ST.
803
BROADWAY
EVANS
JOHNSON AVE
KRUSE AVE E
LOCKHART AVE
FRONT
BUNKER HILL
ST.
HOWARD
BLVD
Slough
101
9
2
10
BANDON
HARRIET
AVE
M.P. 238.22
15TH CT S
14TH ST S
13TH ST S
12TH ST S
MINNESOTA
DAKOTA
AVE
ENGLEWOOD
33 34
4 3
34 35
3 2
CALIFORNIA
22ND ST
21ST ST
20TH ST
19TH ST
IDAHO
DRIVE
WASHINGTON AVE
OREGON AVE
CALIFORNIA AVE.
IDAHO AVE
MONTANA AVE
16TH
DR
15TH
ST
BLVD.
RD.
BROADWAY ST
MIRIAM
AVE
ANDREW
ALABAMA AVE.
RAILROAD ST
FLANAGAN
ST.
COLORADO AVE
ILLINOIS AVE.
ILLINOIS AVE
19TH ST
17TH
PENNSYLVANIA
AVE
IOWA AVE
Coalbank
SOUTHWEST
Shinglehouse
DIKE
RD.
LIBBY
Ct.
3 2
10 11
4 3
9 10
HOLLAND AVE
LIBBY DIKE RD.
COOLY
DR.
FRUITDALE
DR
RED
Slough
SHINGLEHOUSE
SLOUGH
Coalbank
WOODRUFF
ROAD
RD.
803

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY		
SECONDARY	000	000
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

Post Office
School
R R Depot
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
--- City Limits

COOS BAY

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 13,469

Scale in Feet

Revised April 1965

SHEET ARRANGEMENT
1
2
3
4

SHEET 4 OF 4 SHEETS

RECEIVED
JUN 9 - 1966

FOR FILING
Maint
Bridges
Draw

June 7, 1966

Lt. Colonel Richard C. Ewan, Jr.
Acting District Engineer
Portland District
Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Your File: NPPND-WM-4
Coalbank Slough Drawbridge
Bridge No. 2478
Oregon Coast Highway

Dear Sir:

In view of opposition voiced to the Corps of Engineers on our request for the closure of the Coalbank Slough Drawbridge at Coos Bay, we will withdraw our application and in lieu thereof it is then requested that the Corps of Engineers revise the Existing Code of Federal Regulations Title 33, Relating to Navigable Waters of the United States, Part 203720 - "C" paragraph (1) relating to the Highway Bridge across Coalbank Slough Inlet, that provides that the bridge shall open for passage of vessels or watercraft of any description upon request to the person in charge of said drawbridge.

In view of the public interest at large, and costly delay for the heavy traffic on Oregon Coast Highway route, the following revisions to the regulations are recommended:

1. Advance notice of 24 hours to be given, prior to a required opening for the drawbridge.

Owners of vessel or craft requesting passage through structure shall make available the craft for checking and inspection by the Drawbridge Superintendent as for draft and clearance measurements before approval of opening is given or permitted.

2. Any small water craft that normally could pass under the drawbridge's vertical clearance of 18.0 feet M.L.W., or 11 feet at high water, that has masts, outrigger arms, antennas, or other gear that exceeds the vertical clearance of the structure can be denied an opening of the drawbridge if such gear can be removed at a cost not in excess of $1,000, which will be borne by the craft's owner.

We again respectfully request that consideration be given for the overall public interest and service in making your final decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter

HWH:hl /TE:jwa

RECEIVED
MAY 1 [illegible] 1966
FOR FILING

NPPND-WM-4
[illegible]
Drawer

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

17 MAY 1966

Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. Tom Edwards
Asst. State Highway Engineer

Re: Coalbank Slough Drawbridge
Oregon Coast Highway, M.P. 239.21
Bridge No. 247.8

Gentlemen:

Inclosed are copies of three letters, one from Al Peirce Lumber Co., one from Knutson Towboat Company, and one from the Port of Coos Bay, all objecting to your proposal to close the drawspan of the subject bridge. Thirteen letters objecting to closure of the drawspan have now been received and forwarded for your information.

The letters forwarded herewith and with our letter of 11 May 1966 further support the position of this office expressed in our letter dated 5 May 1966 that closing of the bridge would not be in the best public interest. An early reply to that letter would be appreciated.

our ltr dated
5-12-66
mailed on
5-18-66
Jwa.

Sincerely yours,

Richard C. Ewan, Jr.
RICHARD C. EWAN, JR.
Lt Colonel, Corps of Engineers
Acting District Engineer

Incl
as stated

Copy to Hunter
5-18-66

RECEIVED
1
STATE [illegible]

NOTED
TOM EDWARDS

RECEIVED
MAY 18 1966
OREGON
STATE HIGHWAY COMMISSION

May 12, 1966

Lt. Colonel Richard C. Ewan, Jr.
Acting District Engineer
Portland District
Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Your File: NPPND-WM-4
Coalbank Slough Drawbridge
Bridge No. 247.8
Oregon Coast Highway

Dear Sir:

I have your letter of May 5 concerning your decision with respect to closure of the Coalbank Slough Bridge.

We cannot agree with your statement that the revision of the Federal Regulations as requested would not be in the public interest for the following reasons:

First, this bridge is on the route of the Oregon Coast Highway. During the year 1965 the average daily traffic on this structure was approximately 17,000 vehicles. This structure is a manually operated double leaf bascule. It takes approximately two and one-half hours from the opening to the closure and would result in an extreme traffic bottleneck since the routes by-passing this bridge are long and circuitous. A map of the only available bypass routes is attached. The capacities of the bypass routes are somewhat limited and would not suffice.

Secondly, I would call your attention to the fact that there is no fire protection southerly of this bridge and the matter of public ambulance service is of deep concern.

We submit attached hereto a record of the openings of this bridge since its construction and an analysis of the cost to traffic in delay per opening.

Returning again to the matter of public interest, we must point out that there are ample water frontages available along the bay and along both Isthmus Slough and South Slough for development of water-oriented interests. It is our opinion that the official bodies who entered protests did so from the standpoint of examination of the problem only with respect to the water-oriented interests and industries and not from the overall public interest. We would be of the opinion that the petition submitted from individuals is not of extreme consequence in considering the problem inasmuch as approximately 30 percent of the signatures carry addresses other than the city of Coos Bay.

We again ask that you examine the data submitted and consider the entire public interest in making your final decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)

TE:jwa

OREGON STATE HIGHWAY DEPARTMENT
RECORD OF OPENINGS
COALBANK SLOUGH BRIDGE

Constructed 1940 and 1941

Opened, February 2, 1943
Opened, February 3, 1943
Opened, February 5, 1943
Opened, March 31, 1943
Opened, July 2, 1943

Opened August 10, 1953
Opened August 20, 1953

In addition, the bridge was partially opened in the year 1955 as a maintenance operation to permit replacing of the draw rest shims. There was no river traffic.

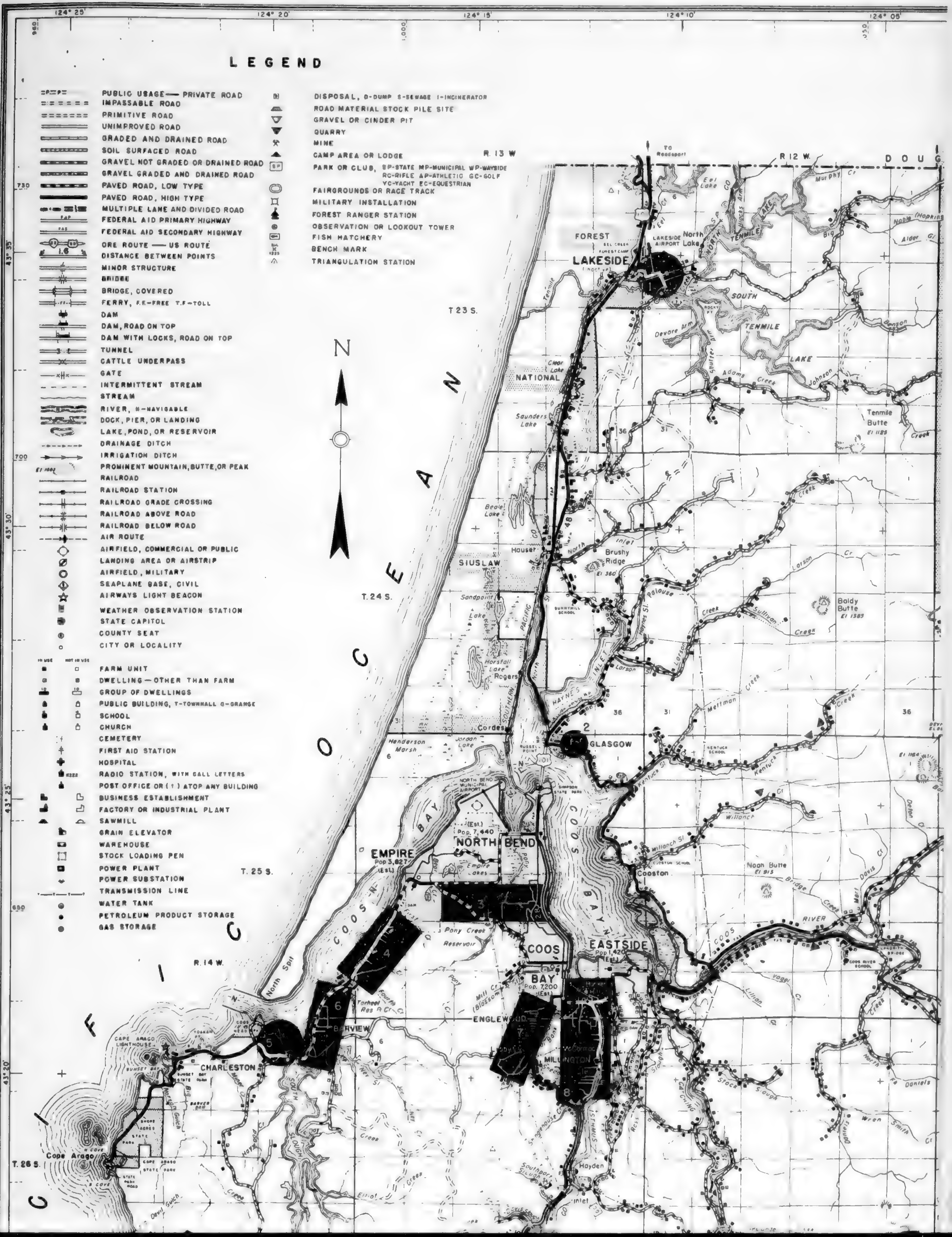
5/12/66
TE:jwa

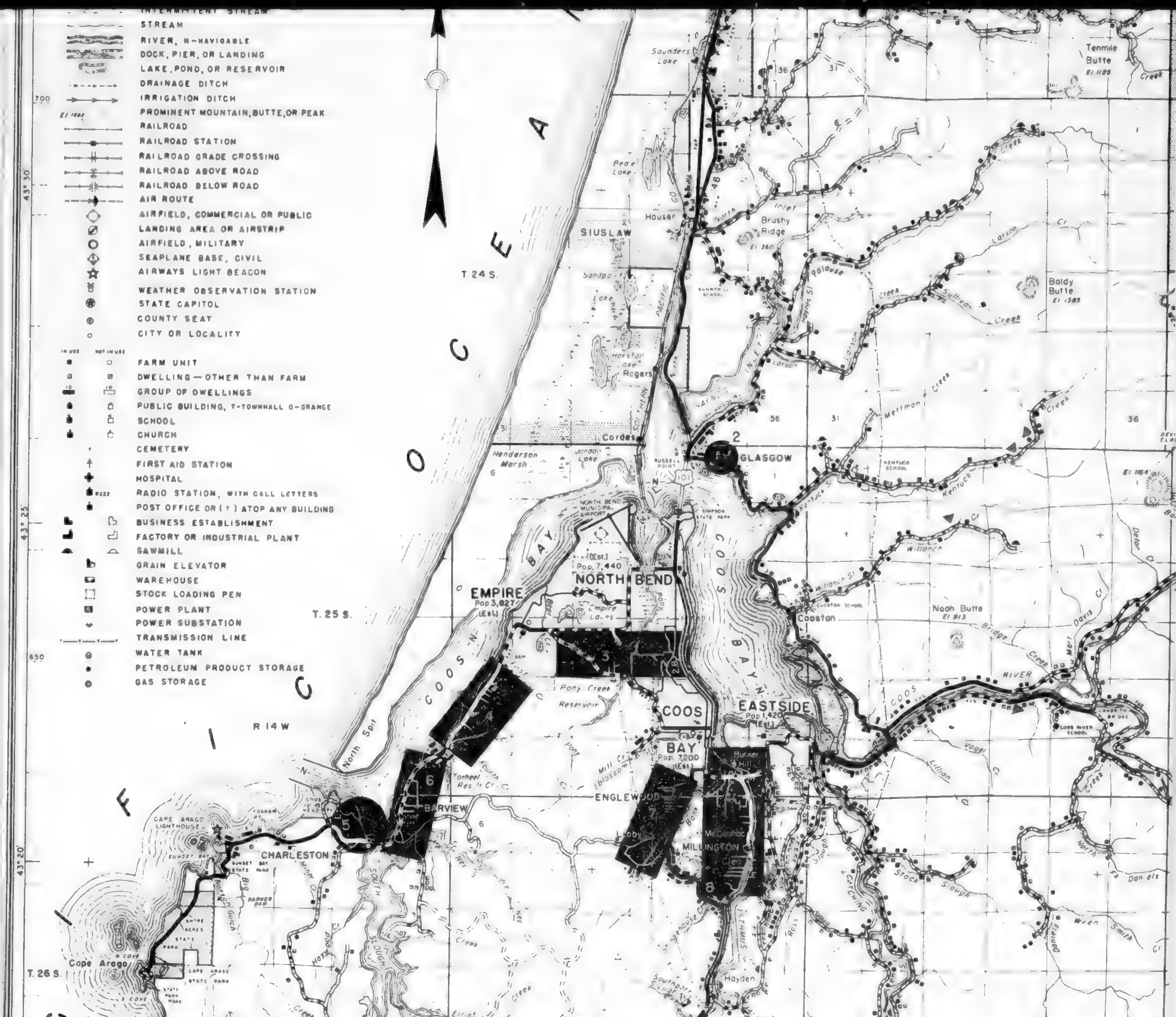
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
May 9, 1966

Estimated time delay cost due to opening of Coalbank Slough Bridge, on Oregon Coast Highway, to river traffic.

Peak Period

Estimated Total Closure Time	Estimated Average Closure Time Per Veh.	Worth of Veh. Hour $	Worth Per Vehicle $	Estimated Volume	Estimated Delay Cost $
		Light Vehicles			
2 Hr. 30 min.	1 Hr. 15 min.	1.80	2.25	3,600	8,100
		Commercial Vehicles			
2 Hr. 30 min.	1 Hr. 15 min.	2.45	3.06	190	581
		Total			8,681
		Mid Day Period			
		Light Vehicles			
2 Hr. 30 min.	1 Hr. 15 min.	1.80	2.25	2,765	6,221
		Commercial Vehicles			
2 Hr. 30 min.	1 Hr. 15 min.	2.45	3.06	145	444
		Total			6,665


124° 25'
124° 20'
124° 15'
124° 10'
124° 05'
43° 35'
43° 30'
43° 25'
43° 20'
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE AND DIVIDED ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE
BRIDGE, COVERED
FERRY, F.F-FREE T.F-TOLL
DAM
DAM, ROAD ON TOP
DAM WITH LOCKS, ROAD ON TOP
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER, N-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE, POND, OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIR ROUTE
AIRFIELD, COMMERCIAL OR PUBLIC
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
IN USE
NOT IN USE
FARM UNIT
DWELLING — OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK
PETROLEUM PRODUCT STORAGE
GAS STORAGE
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT
QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION
N
PACIFIC OCEAN
R. 14 W.
R. 13 W
R. 12 W.
T 23 S.
T. 24 S.
T. 25 S.
T. 26 S.
DOUG
To Reedsport
FOREST
SIUSLAW
NATIONAL
LAKESIDE
LAKESIDE AIRPORT
North Lake
NORTH TENMILE LAKE
SOUTH TENMILE LAKE
Devore Arm
Eel Lake
Clear Lake
Saunders Lake
Beale Lake
Tenmile Butte El 1125
Brushy Ridge El 360
Boldy Butte El 1383
Houser
Sandpoint
Horsfall Lake
Rogers
Cordes
Henderson Marsh
Jordan Lake
HAYNES INLET
Larson Cr
Kentuck Cr
Willanch Cr
2
GLASGOW
NORTH BEND MUNICIPAL AIRPORT
NORTH BEND
Pop. 7,440 (Est.)
EMPIRE
Pop 3,827 (Est.)
Empire Lakes
COOS BAY
Pop. 7,200 (Est.)
EASTSIDE
Pop 1,420 (Est)
Cooston
Noon Butte El 915
COOS RIVER
Coos River School
Pony Creek Reservoir
North Spit
ENGLEWOOD
BARVIEW
CHARLESTON
MILLINGTON
CAPE ARAGO LIGHTHOUSE
Sunset Bay
Cape Arago
Hayden
Southport
Catching Inlet
South Slough
Isthmus Slough
Davis Cr
Daniels
Wren Smith
Devils Kitchen
1
3
4
5
6
7
8


STREAM
RIVER, N-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE, POND, OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIR ROUTE
AIRFIELD, COMMERCIAL OR PUBLIC
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
IN USE
NOT IN USE
FARM UNIT
DWELLING—OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (+) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK
PETROLEUM PRODUCT STORAGE
GAS STORAGE
P A C I F I C O C E A
SIUSLAW
Saunders Lake
Tenmile Butte El 1125
Pearl Lake
Houser
Brushy Ridge
Boldy Butte El 1383
Sandpoint Lake
Horsfall Lake
Rogers
T 24 S.
Cordes
Henderson Marsh
Jordan Lake
2
GLASGOW
NORTH BEND MUNICIPAL AIRPORT
(Est.) Pop. 7,440
NORTH BEND
EMPIRE Pop 3,827 (Est.)
Empire Lakes
Cooston
Noah Butte El 913
T. 25 S.
3
4
COOS BAY
Pony Creek Reservoir
COOS Pop. 7,200 (Est.) BAY
EASTSIDE Pop 1,420 (Est.)
COOS RIVER
North Spit
R 14 W
6
BARVIEW
5
CAPE ARAGO LIGHTHOUSE
CHARLESTON
ENGLEWOOD
Bunker Hill
MILLINGTON
7
8
Cape Arago
T. 26 S.
Hayden
Big Creek
South Slough
Sumner
Seelonger Creek
BLUE RIDGE El 1601
Green Acres
FOREST
COUNTY
COOS
Overland
COALEDO
9
Chrome
Beaver Lookout El 607
T.27 S.
Fivemile Pt
Fairview
10
COQUILLE Pop 4,781 (Est.)
Coquille River
Round Lake
R 14 W
R 13 W
R 12 W
Fairview
43° 30'
43° 25'
43° 20'
43° 15'
124° 25'
124° 20'
124° 15'
124° 10'
124° 05'
36
31
6

ND OB

AL PEIRCE LUMBER CO
PACIFIC COAST FOREST PRODUCTS
PO BOX 300
COOS BAY, OREGON 97420

May 11, 1966

U.S. Corp of District Engineers
Pittock Building
Portland, Oregon

Attn: Col. William J. Talbott, OB

Gentlemen:

It has come to our attention that there is a movement on the part of the Southern Pacific Railroad to completly close the railroad bridge, over Coalbank inlet, an arm of Coos Bay, to water traffic. Our company has considerable frontage along the east bankof Coalbank inlet, between the railroad and highway bridges.

At the present time we have this frontage leased out, as a booming grounds. It is often necessary, for various reasons, to get pile drivers and other equipment through the bridge by water.

We feel that the value of our property will be severely affected by closing this bridge to water traffic. We hereby strongly protest any movement that will close this bridge to water traffic.

Very truly yours,

James H. Whitty

James H. Whitty, President
AL PEIRCE LUMBER CO.

JHW/rf

KNUTSON TOWBOAT COMPANY
400 N. FRONT — P. O. BOX ~~193~~ 908
COOS BAY, OREGON

May 11, 1966

Department Of the Army
Portland District, Corp Of Engineers
628 Pittock Block
Portland, Oregon

Dear Sirs:

We wish to protest the closing of the highway bridge and the Southern Pacific railroad bridge across Coalbank Slough.

Our Company has had requests for dredging and pile driving up Coalbank Slough and expect to have more such requests in the future.

The closure of these two draw bridges would make it impossible for us to get our equipment up the slough.

Yours truly,

KNUTSON TOWBOAT COMPANY

By

Harold Knutson - Manager

HK:eb

COMMISSION
WILLIAM S. SCHROEDER, Pres.
JACK O. HUDSON, Vice-Pres.
ROBERT E. DILLMAN, Sec'y.
DAVID J. GRANT, JR., Treas.
ERIC SAUKKONEN, Comr.

PORT OF COOS BAY
OREGON

HARBORMASTER
ERNEST W. PAYNE

ATTORNEY
GEORGE T. GANT

LUMBER SHIPPING CAPITAL OF THE WORLD

BOX 787, COOS BAY, OREGON 97420

TELEPHONE 267-6521

May 11, 1966

Office of the District Engineer 08
Corps of Engineers, U. S. Army
628 Pittock Block
Portland, Oregon 97201

Re: NPPOP-NA-1.4
25 April 1966

Gentlemen:

This is in reply to your letter of April 25, 1966, concerning proposed Bridge Regulations, Coalbank Slough, Coos Bay, Oregon.

The Port Commission fully realizes the seemingly little use to which this waterway is put. However, the Commission also is aware of the increasing number of complaints by persons wishing to use the waterway.

The enclosed photographs show the area with its fine industrial sites; also, the natural location for marinas with their attendant facilities. Recreation is fast becoming an item of major economic importance to Coos Bay, and to close Coalbank Slough would tend to deprive the public of their sovereign right of passage upon the waters and deter any development of this area.

The probable use of Coos Bay coal in the relatively near future should also be considered. Technology has introduced two new techniques: one is the low-temperature carbonization of coal, and the other is the high-temperature hydrogenization process. The carbonizing results in an easily ignitable fuel and provides for a maximum recovery of by-products. Hydrogenizing produces products similar to those obtained from petroleum. Certainly, the values of these coals will improve as the reserves of other fuels are depleted.

An analysis prepared in 1955 by the Geological Survey Section of the Department of the Interior assigned a figure of 200 million tons to the Coos Bay coal fields. There is little doubt that processing plants would wish to locate on a navigable stream, or that shipment to other locations would be by barge.

The Public has become aware of the proposed bridge regulations and do not believe the change to be in the public interests. The Port Commission believes that the additional letters of protest received by the Corps of Engineers warrant a local hearing before any decision to permanently close the bridges is made. The Commission will be pleased to assist in making any arrangements that may be necessary.

Very truly yours,

PORT OF COOS BAY

Ernest W Payne

Ernest W. Payne, Harbormaster

EWP:FJC
encls.

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPND-WM-4

11 May 1966

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Coalbank Slough, Drawbridge
Oregon Coast Highway, M.P. 239.21
Bridge No. 247.8

Dear Sir:

Inclosed are copies of letters, one from Georgia-Pacific Corporation and one from Karl G. Elfving, both objecting to your proposal to close the drawspan of the subject bridge.

The above letters are in addition to eight others previously forwarded.

Sincerely yours,

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

Incl
as stated

Copy to Hunter
5-18-66

NOTED
TOM EDWARDS

RECEIVED
MAY 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1966
OREGON
STATE HIGHWAY COMMISSION

AMERICA'S FIRST FAMILY OF FOREST PRODUCTS

GEORGIA-PACIFIC CORPORATION
P.O. BOX 610 • COQUILLE, OREGON
TELEPHONE: (503) 396-3151 • TELETYPE: COQUILLE (503) 524-0550

May 5, 1966

ND

The District Engineer
Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Gentlemen:

Re: Public Notices 66-36 and 66-37
Concerning Bridge Regulations
Coalbank Slough

Our attention has been redirected to the above listed notices advising the public of the fact that the Oregon State Highway Department and the Southern Pacific Company have requested a revision in Federal regulations governing the operation of the respectively controlled drawbridges over Coalbank Slough. If the requested revision of regulations is allowed then the drawbridges over the Slough would remain in a closed position permanently.

In our opinion the permanent closure of Coalbank Slough to small boat and barge traffic would be unfortunate. First, the waterway is a navigable tidal reach. The land area immediately adjacent to the Slough is used principally as pasture land and has become usable for this purpose due to the construction of dikes and tide gates. Some encroachment on the land adjacent to the Slough has occurred. Although no use of the waterway upstream from the Highway bridge by industry is evident at this time, it would be a foregone conclusion that commercial activity related to the small boat or pleasure craft business will use this waterway at some time in the future.

At the present time the water between the two bridges is used for log storage purposes and it is ideally suited for this since it is protected water and also it is almost impossible for log pirates to operate in this confined area.

In connection with the closure of the highway bridge it is argued that "There is no possible detour available". This is not so. A county road extends from Highway 101 in the immediate vicinity of the Shinglehouse Slough crossing, thence over the divide to Englewood heading Coalbank Slough and then extending northerly to connect with Highway 101. All but approximately one mile of this road is paved. It would not be insurmountable problem to divert highway traffic over this route.

The local traffic - Eastside, Coos River and Bunker Hill, can loop the slough with the construction of a short connecting road which would be built by the county when the need became paramount.

We feel that the Coalbank Slough is an economic asset and that its potential value will be reduced to a negative one if the waterway is closed permanently to boat traffic.

Very truly yours,
GEORGIA-PACIFIC CORPORATION

Ambrose Caudle

Ambrose Caudle
Resident Manager

AC:am

ND

KARL G. ELFVING
1027 ELROD, Coos Bay
Telephone: 267-3963

Coos Bay, Oregon

May 5, 1966

U. S. Army Engineers District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Att'n: Colonel William J. Talbott

Dear Sir:

I wish to advice that I oppose the State Highway and the Southern Pacific Co. in their request to close our Coal Bank Slough to water navigation.

I have spenttwo years in planning, survey of need, engineering costs, and have developed the streets and sewers to serve this marine development.

The potential of this waterway is tremendous. I ask of you in the interest of thousands of future small boat owners, deny the request of the State Highway Department and Southern Pacific Co. in their quest to close this waterway.

Yours very Sincerely,

Karl G. Elfving

KGEce

DEPARTMENT OF DEFENSE · UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPND-WM-4

5 MAY 1966

Mr. Tom Edwards, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: Coalbank Slough Drawbridge
Oregon Coast Highway, M.P. 239.21
Bridge No. 247.8

Dear Sir:

Inclosed are letters, as listed below, objecting to your proposal to close the drawspan of the subject bridge.

1. Port of Coos Bay
2. County of Coos
3. Coos Head Timber Company
4. Reuben J. Humbert
5. Charles Graham and forty others
6. Coos Bay Tug & Barge Co., Inc.

Objections from Hillstrom Shipbuilding Co., and Baycraft of Coos Bay were forwarded with our letter of 15 April 1966.

In view of the prevailing sentiment against closure of this bridge and with the information now in hand, we feel that revision of the Federal Regulations as requested would not be in the public interest. We will, however, welcome any further information on the subject. Please advise if you wish to withdraw or revise your request.

No further action will be taken pending receipt of your reply to this letter.

Sincerely yours,

NOTED
TOM EDWARDS

RICHARD C. EWAN, JR.
Lt Colonel, Corps of Engineers
Acting District Engineer

Incl
as stated

Copy to Hunter
5-18-66

RECEIVED
MAY 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 6 1966
OREGON
STATE HIGHWAY COMMISSION

GENERAL TOWING **LIGHTERAGE**

COOS BAY TUG & BARGE CO., INC.

MAIL ADDRESS:
Box 186
COOS BAY, OREGON

TELEPHONE ~~SK 2-2162~~ 756-5015

OFFICE AND MOORAGE:
HIGHWAY 101 BETWEEN
COOS BAY - NORTH BEND

May 3, 1966

ND

Office of the District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland, Oregon 97205

Re: Bridge Regulations, Coalbank Slough
Coos Bay, Oregon

Dear Sirs:

We wish to protest the closing of the Highway Bridge and Railway Bridge across Coalbank Slough, in a permanent position, as requested in your Public Notices 66-36 and 66-37.

This closing could involve the loss of revenue from the towing of logs and equipment, also of pile driving and improvements needed in the future.

Although there has been little activity in the past in this particular area, there is definite outlook to the opening of this waterway to accomodate more industry in the future.

In an area that is growing as rapidly as this Southern Oregon coastal port, no waterway should be allowed to be closed on a permanent basis, due to the future progress of the area.

Yours very truly,

COOS BAY TUG & BARGE CO., INC.

F. E. Gazeley

F. E. Gazeley

FG:f
cc: Port of Coos Bay

COOS HEAD TIMBER COMPANY lumber/plywood/pulp
P.O. BOX 750 • COOS BAY, OREGON • TELEPHONE 267-2193

May 1, 1966

Department of the Army
Portland District, Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Attention: Mr. Ogden Beeman OB
Chief, Waterways Maintenance Section

Gentlemen:

RE: PUBLIC NOTICE 66-36 Coalbank Slough
RAILWAY BRIDGE

PUBLIC NOTICE 66-37 Coalbank Slough
HIGHWAY BRIDGE

This letter is written to file the objection of Coos Head Timber Company to the closing of navigation on Coalbank Slough as set forth in the above referred to Public Notices.

While we agree with the statements in the notices that there have been only a limited number of openings in past years, we do not believe that this can be a definite indication of the need of this waterway for navigable purposes in the future. This is a rapidly growing area from both an industrial and population standpoint and with the limited number of navigable waterways which are tributary to the Coos Bay main channel, we believe that it is important that no further restrictions be imposed for the passage of vessels and other watercraft up Coal Bank Slough and for this reason we respectfully request that both the highway and the railway bridge be continued as spans which can be opened for navigation purposes.

Yours very truly,

COOS HEAD TIMBER COMPANY

CWS/em

C. Wylie Smith, Vice President

OP-NA

Reuben Humbert
P. O. Box ;563
Coos Bay,Oregon

April 26, 1966

Portland District Corp of Engineers,
628 Pittock Block,
Portland, Oregon. 97205

Gentlemen:

I am one of the co-owners of approximately one mile or more of land fronting on Coalbank Slough near the south boundary of Coos Bay, Oregon.

I feel that the value of this property would be greatly lessened if either the railroad bridge or the highway bridge crossing Coalbank Slough were to be closed and no longer used as draw bridges. For this reason I wish to register my objection to the closing of these bridges and ask that the existing regulations providing that the bridges be opened on verbal request be maintained in full force and effect.

Very truly yours,

Reuben J. Humbert

County of Coos

COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
XXXXXXXX
Charles W. Mahaffy
Howard B. Lentz, Jr.
Walter Barklow

April 26, 1966

OP-NA

William J. Talbott
Colonel, Corps of Engineers
District Engineer
Portland, Oregon 97205

Dear Sir,

The question of permanently closeing the railroad and Highway bridges across Coalbank Slough in Coos Bay, Coos County, Oregon has presented much discussion and comment, both pro and con.

Because of the many conflicts of feeling in this matter, and possible future development of the Coalbank Slough area, we believe that before any permanent closeure of these bridges be allowed, that a public hearing be scheduled in the very near future.

If we can be of assistance in setting up the arrangements, please let us know

Sincerely,
Board of Commissioners

Howard B. Lentz Jr
Howard B. Lentz, Jr.
Chairman

Charles W. Mahaffy,
Commissioner

Walter Barklow
Walter Barklow,
Commissioner

HBL:il

COMMISSION
WILLIAM S. SCHROEDER, Pres.
JACK O. HUDSON, Vice-Pres.
ROBERT E. DILLMAN, Sec'y.
DAVID J. GRANT, JR., Treas.
ERIC SAUKKONEN, Comr.

HARBORMASTER
ERNEST W. PAYNE

ATTORNEY
GEORGE T. GANT

LUMBER SHIPPING CAPITAL OF THE WORLD

BOX 787, COOS BAY, OREGON 97420

TELEPHONE 267-6521

April 19, 1966

OP-NA

Office of the District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland, Oregon 97205

Re: NPPOP-NA-1.4

Gentlemen:

This is in regard to Public Notices 66-36 and 66-37 referring respectively to Bridge Regulations Coalbank Slough, Coos Bay, Oregon, Railway Bridge and Coalbank Slough Highway Bridge.

The Port of Coos Bay Commission wishes to register an objection to the proposed revision of the existing regulations whereby the aforementioned bridges henceforth would be permitted to remain in a closed position.

The Port Commission respectfully requests that the District Engineer hold a public hearing on this matter in Coos Bay in order that local interested parties may present their views on the proposed change of regulations governing the operation of these bridges.

Your favorable consideration of this request shall be greatly appreciated.

Very truly yours,

PORT OF COOS BAY

Ernest W Payne

Ernest W. Payne, Harbormaster

EWP:FJC

Charles Graham
P.O. Box 422
Charleston, Oregon

'11 12, 1266

Dear Sirs:

We the undersigned are persons objecting to the clostre of the railroad and highway bridges on Coalbank Slough, as it deprives us and others of the use of the Slough for boat morage and comercial uses.

Name	Address
Del Slagh	[illegible] Signal Svc station Manager
Hyden Timmons	1937 Hamilton St. N.B. Boat Owner
Dennis H. Long	RT 2 BOX 802 Coos Bay Buisness
Ed Moore	PO 972 Coos Bay Boat owner
Clarence Johnston	Charleston Ore Boat owner
C L Barnum	Charleston Ore Business
James G Hazel	Charleston, Ore.
Jack McLeod	Coos Bay
R. L. Beck	Rt 2 - Box 461 - Coos Bay - Ore.
Robert Hillstrom	1371 Juniper St. Coos Bay, Ore
Mrs. Jay B. Tower	P.O. Box 362, Charleston, Oregon
E. A. Sandon Boat Owner	
H. L. Thurman Boat owner	Rt. 2 Box 247 Coos Bay
Ray Hall	P.O. Box 441 Charleston Ore
John Hjelle	P.O. B. 387 - Empire St. Coos Bay Ore.
Ralph Hewitt	P.O. Box 83 North Bend. Ore.
Anita M Beck	PO Box 74 Coos Bay Ore
thelma Knowlton	B 369 - CHARLESTON - O.
Ramon L. Cooper	Rt 2 Box 733 Coos Bay, Ore
Mrs Gary R. Case	Charlton

Name	Address
Hazel Thomas	Box 45[illegible]
Judy Opliger	245 S. Wall Coos Bay.
Clara Jasman	Box 345 Charleston
Phil Helmstadter	Box 514 Charleston
Guy Dittmer	Box 459 Charlston
Jeanne Freshwater	Box 526 Charleston
Earl E Compton	Gen Del Charleston
John Easley	BOX 414 Charleston Ore
George Easley	[illegible] BOX 1092 Coos Bay
Kenneth L Taylor	P.O Box 471 Charleston, Ore
Richard J. Kelley	Rt 2, Box [illegible] Bay, Ore
Raymond Lux	154 Shoreman st. Coos Bay Ore.
Robert W Pope	Rt 3 Box 977 Coos Bay
Valma F. Kelley	Rt 2, Box 695 Coos Bay
Millis R Wilson	Rt 2 Box 763 Coos Bay
Gordon L. Ogden	461 Noble. Coos Bay
Harley D. Sequine	917 So Empire Blvd - C B
Peggy Sequine	917 So Empire Blvd C-B
D L DeRoy	Box 28 Eastside
[illegible]	
Richard D Curtis	296 S. 9th St., Coos Bay, Ore

66
52
14

MCE RSB 221 1-19-66 8:54AM

HUGHLETT

FLLOWING IS THE BEST I CAN COME UP WITH ON OPENINGS MADE AT COALBANK SLOUGH. SOME IS FROM MEMORY AND SOME FROM THE DAILY REMINDERS OF HARRY L YODER

STRUCTURE WAS OPENED ON THE FOLLOWING DATES
SEPT 22, 1937
SEPT 23, 1937
OCT 30, 1939
DEC 14, 1939
DEC 22, 1939 SHOULD READ OCT 30, 1939

NEW BRIDGE CONSTRUCTED 1940 AND 41

FEB 2, 1943
FEB 3, 1943
FEB 5, 1943
MARCH 31, 1943
JULY 2, 1943
AUG 10, 1953
AUG 20, 1953

WE MADE A TEST OPENING ONCE IN 1955, THERE WAS NO RIVER TRAFFIC

MOST OF THESE OPENING TAKE FROM AN HOUR TO AN HOUR AND A HALF, OF COURSE THERE IS AT LEAST ONE TO TWO HOURS WORK GETTING READY TO OPEN IT BEFORE YOU START OPENING. WE COUNTED THE CARS ONCE FROM SOUTH TO THE NORTH AND IT SEEMS TO ME THE COUNT WAS AROUND AA0/0R/3/ 400 OR 500 CARS, THIS WAS IN 1953, THE ONLY TIME I WAS EVER AROUND WHEN IT WAS OPENED.

HOWARD ROBERTS

CD--.

7 Opening in last 25
3 " " " 17 "
2 " " " 12 "

RECEIVED
APR 1966
FOR FILING

Marine
Bridge
[illegible]

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPOP-NA-1.4

15 April 1966

Oregon State Highway Department
Salem, Oregon 97310

547
551
4 3-16

ATTENTION: Mr. Tom Edwards, Asst. State Highway Engineer

Re: Coalbank Slough Drawbridge
Oregon Coast Highway, M.P. 239.21
Bridge No. 2478

Dear Sir:

The inclosed copies of letters from Hillstrom Shipbuilding Co., and from Baycraft, both of Coos Bay, are forwarded for information in connection with your request for a change in the Federal Regulation for the subject bridge.

Also inclosed as a matter of interest is a copy of a letter from West Coast Orient Co. objecting to closure of the Southern Pacific Railway Co. bridge only.

Sincerely yours,

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Branch

Incl
as stated

Copies Hunter
4-22-66

RECEIVED
1
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Baycraft
225 E. LOCKHART, COOS BAY, OREGON

TELEPHONE 269-9046

PICKUP CANOPIES
- CUSTOM-BUILT

BOATS
- REPAIR
- STORAGE

TRAILERS
- SALES
- SERVICE
- REPAIRS
- STORAGE
- SUPPLIES

April 13, 1966

U.S. Army Engineers
Waterways Maintainance Section
628 Pittock Block
Portland, Oregon

Attention Mr. Ogden Beeman

Dear Sir:

I have owned sixteen lots on Coalbank Slough in Coos Bay, Oregon since 1952. This property faces Coalbank Slough with a water frontage of approximately 438 ft. and has been used as a boat shop since that time. For the past fourteen years, I have maintained a float in Coalbank Slough adjacent to my property for docking boats.

I have intentions of increasing our boat facilities: namely,boat moorage and storage.

For the above reasons, I strongly object to the solidification of the IOI Highway bridge and the Southern Pacific railroad bridge which crosses Coalbank Slough.

Very truly yours

Baycraft

Donald S Mortensen

Donald S. Mortensen

Office Phone 267-3213

J. Wm. Hillstrom XXXXXX
756-4722

HILLSTROM SHIPBUILDING CO.

Box 477

Coos Bay, Oregon

April 12, 1966

U. S. Corp. of Engineers
Waterways Maintenance Section
628 Pittock Block
Portland, Oregon 97205

Re: Closure of drawbridges
on Coalbank Slough
Coos Bay, Oregon.

Mr. Odgen Beeman OB

Gentlemen:

We wish to protest to the permenant closure of the Highway 101 and the railroad drawbridges. We fully realize the small amount of marine traffic in this area, however a closure would forever prohibit any vessel from navigating these waters.

With the development of the area above the present bridges as forseen in the future there is a very good possibility of a increase in waterborne traffic . A closure of this waterway would effect property owners and could lower land values.

Trusting that you will give this matter your very carefull consideration, we remain,

Very truly yours,

J Wm. Hillstrom

Hillstrom Shipbuilding Co.
912 North Front St.

JWH/ml

TRADE MARK

TELEPHONE: 233-4641

WEST COAST ORIENT CO.

IMPORTERS & EXPORTERS
~~716 N. E. THIRD AVENUE~~
~~PORTLAND, OREGON 97232~~
U. S. A.
P.O. Box 806
Coos Bay, Oregon
97420

CABLE ADDRESS
WECOR PORTLANDORE
KATOH PORTLANDORE
CODE: ACME & PRIVATE

April 6, 1966

Mr. Ogden Beeman C/B
Chief, Waterways Maintenance Section
628 Pittock Block
Portland, Oregon 97205

Dear Mr. Beeman:

For many years Evans Product Co. used the waters of Coalbank Slough for the movement and handling of logs. In 1958, when they shut their operation down, our company immediately leased their rights and facilities and started using them between the Southern Pacific Railroad Company's drawbridge and Highway 101 drawbridge in Coos Bay. Our company has been working steadily in this area ever since and plan to continue for a long time.

In order to keep operating it is absolutely necessary to have the Southern Pacific Railroad drawbridge open at least once or twice per year inorder to drive piling and in order to dredge the channel. It is sometimes necessary to bring a tug boat in for the movement of logs or equipment. If the railroad is allowed to make a permanent closure of their drawbridge, our operation would be severely curtailed and would eventually have to cease.

We must and hereby do object strenuously to any authority allowing the railroad to leave the drawbridge closed permanently. We handle about 12 to 20 Million feet Scribner Scale logs per year in these waters and this operation is absolutely necessary to our existence.

Our right to operate here is by vertue of a long term lease with the Evans Product Co. Foundation which now owns and controls this property.

We do not object to the permanent closure of the Highway 101 drawbridge. This Highway 101 bridge does not affect our operation in any way.

We trust you will give our objections full consideration in studying this matter and I certainly hope that your decision will favor the continuing operation of industry here.

Very truly yours,

WEST COAST ORIENT CO.

H. Todd Slayton

H. Todd Slayton

RECEIVED
APR 21 1966
FOR FILING
maint
Bridges
State

Chandler

19 April 66

Harry Yoder, Bridge foreman at North Bend, informed me on 19 April 66 of the following in regard to Coalbank Slough Drawbridge

1. When Yoder & [illegible] informed Mr Graham that the bridge would not be opened for him he did not seem upset and stated that he would go ahead and lower his mast. He did ask what we would do when he brought up his third boat. They told him that would be answered when the time comes.

2. When Yoder was having pictures taken of the boat on Mon evening 18 April, Mr Graham & Mr Les Armstrong appeared. Mr Armstrong was quite put-out that the bridge had not been opened. He informed Yoder that the State was going to have a law suit on their hands. He also stated that a petition with 109 signatures had been sent to Salem protesting changing Coalbank from a drawbridge. Mr Yoder informs me that he believes Mr Les Armstrong is the or one of the instigators over Coalbank.

RECEIVED
APR 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

C

Copies to [illegible]
Edwards ✓

[illegible] Port is Against Solidification [illegible] 101 Bridge Across Coalbank Slough

By BILL WARD
Staff Writer, The World

The Port of Coos Bay Commission went on record Monday afternoon in opposition to the proposed solidification of the Southern Pacific Railroad bridge and the highway bridge across Coalbank Slough.

The commission's action was in answer to a verbal request by Karl G. Elfving, 1027 Elrod Ave., Coos Bay, who appeared before the commission stating that the Coalbank Slough area had "great potential" as a future boat basin.

Elfving said that Southern Pacific and the Oregon State Highway Department had applications in to solidify the bridges. He added that if the closures were allowed, it would halt all future use of the area as a boat basin.

Commissioner Jack Grant agreed in part with Elfving, saying that "there is an inevitable possibility that the facility has potential for development. It may be 10 to 15 or possibly 20 years away, but it is there. I don't think it is unfair to ask Southern Pacific and the state highway department not to close the bridges, because there are definite development possibilities there."

Eric Saukkonen also voiced approval of Grant's statement.

Ernest Payne, port harbormaster, said that the Corps of Engineers has the authority to decide on the problem and that the commission should write the corps a letter asking it to hold a hearing in Coos Bay on the problem. Payne's suggestion was made into the form of a motion and passed unanimously by the group.

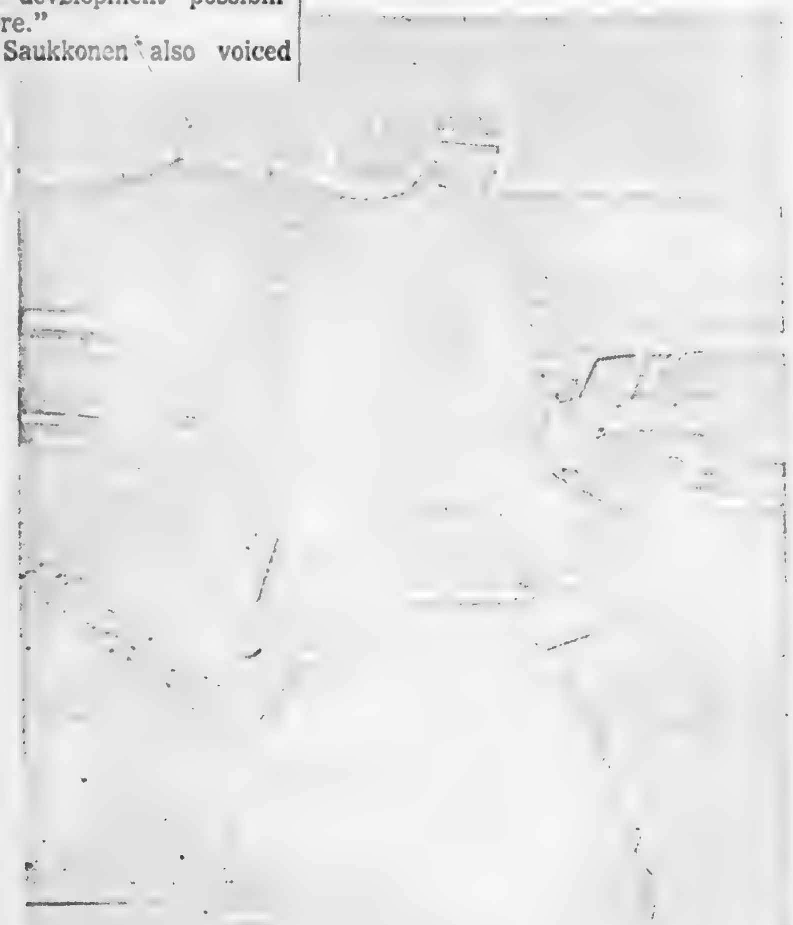
Elfving, during discussion on the subject, said, "We should control this. Forest Cooper,

(Continued on page 2)

The World

Entered as Second Class matter at the Postoffice at Coos Bay Oregon

No. 237 60th Year Published in Coos Bay, Ore. 97420 TUE., APRIL 12, 1966 10c



(Continued from page 1)

[illegible] all access to the bay. You (the commission) should not [illegible] open and close [illegible] This will be used for [illegible] There won't be any large vessels in that area.

"With Forrest Cooper down [illegible] He is not going to [illegible] If we don't utilize Coalbank Slough, we will drive boats to another area and lose business. I wrote a letter to Southern Pacific and to the highway department, but they answered that the cost of the bridge such as I have suggested would be too expensive."

[illegible] Bridges

Elfving concluded by saying, "Both of these bridges are antiquated. They should be brought up to date."

In other action, Ray Becker, manager of the Charleston Small Boat Basin, told the commission that moorage rates should be increased to establish uniform rates up and down the coast. Becker's proposal came out of a meeting Friday with representatives of all the coastal ports held at the Port of Coos Bay office.

Becker said that, after three hours of discussion on the subject, it was the general con- [illegible] formula by which rates can be [illegible] Commissioners [illegible] the new [illegible] emergency [illegible] next meeting of the port [illegible]

The new rate change would [illegible] revision on [illegible] There was also [illegible] that a special meeting would have to be called to pass the new ordinance. The commissioners were unanimous in their vote for the proposed rate change.

Earlier Completion

Becker also reported on the progress of construction at the small boat basin. He said that the work is 70 per cent complete and that 51 per cent of the time is being used. The first item to be completed will be the new launching ramp, following by the new docks. The commission voted to extend the contractor's deadline by 14 days to May 14 because of extra work that had to be done. Coos Bay Dredging Company is contractor on the project.

Commissioner Jack Hudson pointed out that the new road map for the State of Oregon was well done but that the Coos Bay, Charleston, Empire, North Bend and Eastside area had been left off of the location map on the reverse side of the road map.

Hudson also said that he had

The Port of Coos Bay Commission went on record Monday afternoon in opposition to the proposed solidification of the Southern Pacific Railroad bridge and the highway bridge across Coalbank Slough.

The commission's action was in answer to a verbal request by Karl G. Elfving, 1027 Elrod Ave., Coos Bay, who appeared before the commission stating that the Coalbank Slough area had "great potential" as a future boat basin.

Elfving said that Southern Pacific and the Oregon State Highway Department had applications in to solidify the bridges. He added that if the closures were allowed, it would halt all future use of the area as a boat basin.

Commissioner Jack Grant agreed in part with Elfving, saying that "there is an inevitable possibility that the facility has potential for development. It may be 10 to 15 or possibly 20 years away, but it is there. I don't think it is unfair to ask Southern Pacific and the state highway department not to close the bridges, because there are definite development possibilities there."

Eric Saukkonen also voiced

[illegible] master, said that the Corps of Engineers has the authority to decide on the problem and that the commission should write the corps a letter asking it to hold a hearing in Coos Bay on the

[illegible] by the group.

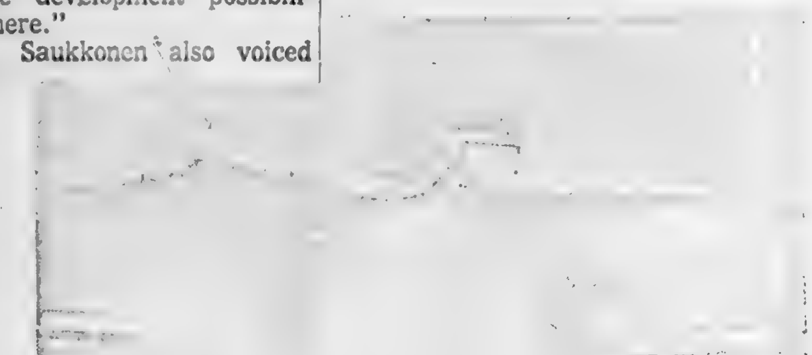
Elfving, during discussion of the subject, said, "We should control this. Forrest Cooper

(Continued on page 2)

The World

Entered as Second Class matter at the Postoffice at Coos Bay, Oregon

No. 237 60th Year Published in Coos Bay, Ore. 97420 TUE., APRIL 12, 1966 10c



Preparations for opening the Coalbank Slough bridge on Highway 101 today were begun Monday afternoon before talks between state highway personnel and Charles Graham, Coos Bay, resulted in canceling the proposed opening. Graham, owner of a 28-foot fishing boat, sought to move the boat to his home up Coalbank Slough and requested the bridge opening. The plan was canceled when it was determined that the boat's masts could be lowered to permit passage without opening the bridge. A highway department employe is shown above as he began inspection of the bridge opening mechanism.
—World photo by Mike Bishop.

(Continued from page 1)

[illegible] Coalbank Slough [illegible] all access to the bay. You (the commission) should [illegible] open and close [illegible]. This will be used for [illegible] vessels in that area.

"Tell Forrest Cooper down [illegible]. He is not doing [illegible] job. If we don't utilize Coalbank Slough, we will drive people to another area and lose [illegible]. I wrote a letter to Southern Pacific and to the highway department, but they answered that the cost of the bridge such as I have suggested would be too expensive."

Outmoded Bridges

Elfving concluded by saying, "Both of these bridges are antiquated. They should be brought up to date."

In other action, Ray Becker, manager of the Charleston Small Boat Basin, told the commission that moorage rates should be increased to establish uniform rates up and down the coast. Becker's proposal came out of a meeting Friday with representatives of other coastal ports held at the Port of Coos Bay office.

Becker said that, after three hours of discussion on the subject, it was the general consensus of the group that the moorage rates should be increased about 10 per cent.

[illegible] Harbor Increase

Becker noted that [illegible] Harbor has already increased its rates 10 per cent to equal Newport's present rates.

Payne indicated that the ordinance governing rates would have to be changed. Grant moved that the port attorney be asked to prepare an ordinance abolishing the changing of rates by ordinance and establishing a formula by which rates can be changed by resolution. Commission[illegible] the new ordinance [illegible] an emergency by the next meeting of the port on May 2.

The new rate change would [illegible] effect soon and [illegible] resolution on [illegible]. There was also [illegible] that a special meeting would have to be called to pass the new ordinance. All commissioners were unanimous in their vote for the proposed rate change.

Nearing Completion

Becker also reported on the progress of construction at the small boat basin. He said that the work is 70 per cent complete and that 81 per cent of the time is being used. The first item to be completed will be the new launching ramp, following by the new docks. The commission voted to extend the contractor's deadline by 14 days to May [illegible] because of extra work that had to be done. Coos Bay Dredging Company is contractor on the project.

Commissioner Jack Hudson pointed out that the new road map for the state of Oregon was well done but that the Coos Bay, Charleston, Empire, North Bend and Eastside area had been left off of the location map on the reverse side of the road map.

Hudson also said that he had written a letter to the highway department asking why they (the cities) had been left off. The answer was that the cities on the reverse side of the map all had definite traffic problems and that population was not the only reason the cities were on that side. The highway department indicated that the Coos Bay area would be considered in the future with the department's criteria in mind.

RECEIVED
APR 8 - 1966

FOR FILING

Maint
Bridges
[illegible]

547
551
4346

April 7, 1966

State Water Resources Board
500 Public Service Building
Salem, Oregon 97310

Gentlemen:

This concerns Public Notice 66-36, the request of the Southern Pacific Company for a change in Federal Regulations governing the operation of the railway drawbridge across Coalbank Slough at Coos Bay, Oregon.

The request of the Southern Pacific Company is in line with the request made by the Oregon State Highway Department (Public Notice 66-37). We therefore have no objections.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc

bc Forrest Cooper
R. L. Porter
Tom Edwards
E. S. Hunter
Ivan Merchant
L. R. Chandler
Eldon Everton

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPOP-NA-1.4

25 March 1966

PUBLIC NOTICE 66-36

BRIDGE REGULATIONS COALBANK SLOUGH
COOS BAY, OREGON
RAILWAY BRIDGE

The Southern Pacific Company has requested a change in Federal Regulations governing the operation of the railway drawbridge across Coalbank Slough at Coos Bay, Oregon.

Existing regulations, Code of Federal Regulations, Title 33, Part 203.750, provide that the bridge shall open for the passage of vessels or other watercraft of any description upon verbal request to the person in charge of said drawbridge.

Revision of regulations as requested would revoke the present regulation so as to permit the Southern Pacific Company railway bridge across Coalbank Slough to remain in a closed position, i.e., the draw of the bridge need not be opened for the passage of vessels.

The bridge in fixed position provides a horizontal clearance of 42 feet and vertical clearances of 8 feet at low water, and 1 foot at high water.

In support of their request the Southern Pacific Company states the bridge opens for the passage of vessels on an average of two times per year, whereas the Company makes an average of 100 switching movements over the structure 6 days per week, or approximately 31,000 switching movements per year. There are 5 through-train movements per day, 6 days per week, and 3 train movements on Sundays, or 1,716 through-train movements per year.

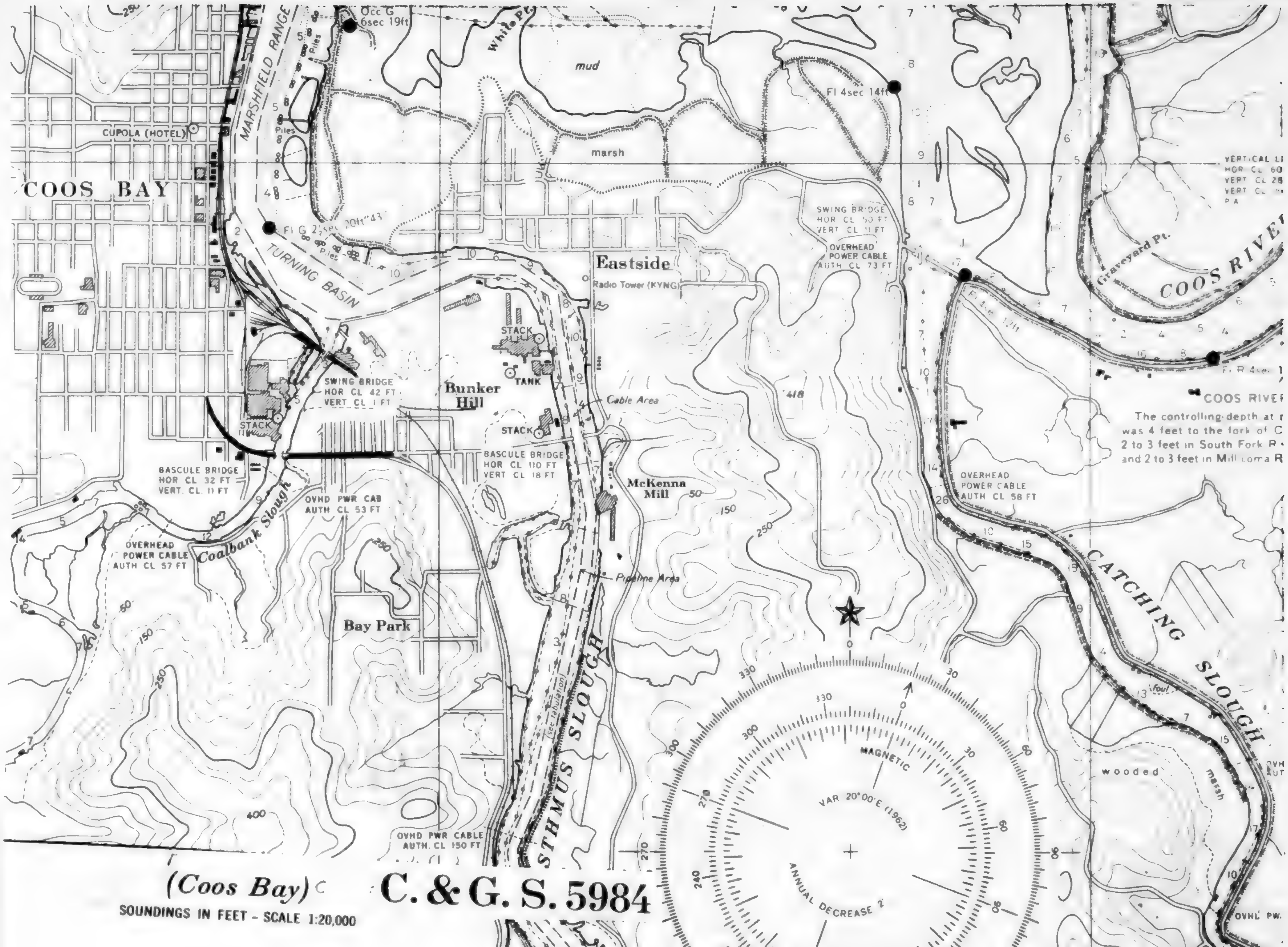
Interested parties are requested to submit in writing any comments or objections they may have to the proposed change. Replies to this notice should be mailed to reach this office not later than 27 April 1966.

Ogden Beeman

OGDEN BEEMAN
Chief, Waterways Maintenance Section

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
D. D. ALLEN


COOS BAY
CUPOLA (HOTEL)
MARSHFIELD RANGE
Occ G 6sec 19ft
Piles
Fl G 2½sec 20ft "43"
TURNING BASIN
White Pt.
mud
marsh
Fl 4sec 14ft
SWING BRIDGE HOR CL 50 FT VERT CL 11 FT
OVERHEAD POWER CABLE AUTH CL 73 FT
Eastside
Radio Tower (KYNG)
STACK
TANK
Cable Area
SWING BRIDGE HOR CL 42 FT VERT CL 1 FT
Bunker Hill
BASCULE BRIDGE HOR CL 110 FT VERT CL 18 FT
McKenna Mill
Pipeline Area
BASCULE BRIDGE HOR CL 32 FT VERT. CL 11 FT
OVHD PWR CAB AUTH CL 53 FT
OVERHEAD POWER CABLE AUTH CL 57 FT
Coalbank Slough
Bay Park
OVHD PWR CABLE AUTH. CL 150 FT
ISTHMUS SLOUGH
(see tabulation)
418
250
150
50
400
Graveyard Pt.
COOS RIVE
VERTICAL LI
HOR CL 60
VERT CL 28
VERT CL
PA
Fl R 4sec
COOS RIVEF
The controlling depth at r
was 4 feet to the fork of C
2 to 3 feet in South Fork R
and 2 to 3 feet in Millcoma R
OVERHEAD POWER CABLE AUTH CL 58 FT
CATCHING SLOUGH
foul
wooded
marsh
OVHD PWR
OVERHEAD CABLE
MAGNETIC
VAR 20°00'E (1962)
ANNUAL DECREASE 2'
0
30
60
90
120
150
180
210
240
270
300
330

(Coos Bay) C. & G. S. 5984

SOUNDINGS IN FEET - SCALE 1:20,000

RECEIVED
APR 8 - 1966

FOR FILING

Marine

Bridge

[illegible]

April 6, 1966

551

State Water Resources Board
500 Public Service Building
Salem, Oregon 97310

Gentlemen:

As requested, attached hereto is a copy of Public Notice 66-37 being held April 27, 1966 by the U. S. Corps of Engineers, pertaining to the request of the Oregon State Highway Department for the closure of the Coalbank Slough Highway drawbridge at Coos Bay.

Also attached is a copy of the letter of March 15, 1966, as submitted to the Corps of Engineers by the Highway Department, with data and information supporting our request for holding of a public hearing for the closure of highway structure.

Due to the few numbers of requested openings for boats over the past years for both the highway and railroad drawbridges in comparison to high volume of highway and railroad traffic, we strongly recommend that these structures be maintained in a closed position; i.e., that the draw of the bridges need not be opened for the passage of vessels.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

bc Forrest Cooper
R. L. Porter
Tom Edwards
E. S. Hunter
Ivan Merchant
L. R. Chandler
Eldon Everton

Attachments

3174
APR 5 66

DEPARTMENT OF DEFENSE UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPOP-NA-1.4

25 March 1966

PUBLIC NOTICE 66-37
BRIDGE REGULATIONS COALBANK SLOUGH
COOS BAY, OREGON
HIGHWAY BRIDGE

The Oregon State Highway Department has requested a change in Federal Regulations governing the operation of the highway drawbridge across Coalbank Slough at Coos Bay, Oregon.

Existing regulations, Code of Federal Regulations, Title 33, Part 203.750, provide that the bridge shall open for the passage of vessels or other watercraft of any description upon verbal request to the person in charge of said drawbridge.

Revision of regulations as requested would revoke the present regulation so as to permit the highway bridge across Coalbank Slough to remain in a closed position, i.e., the draw of the bridge need not be opened for the passage of vessels.

The bridge in fixed position provides a horizontal clearance of 32 feet and vertical clearances of 18 feet at low water and 11 feet at high water.

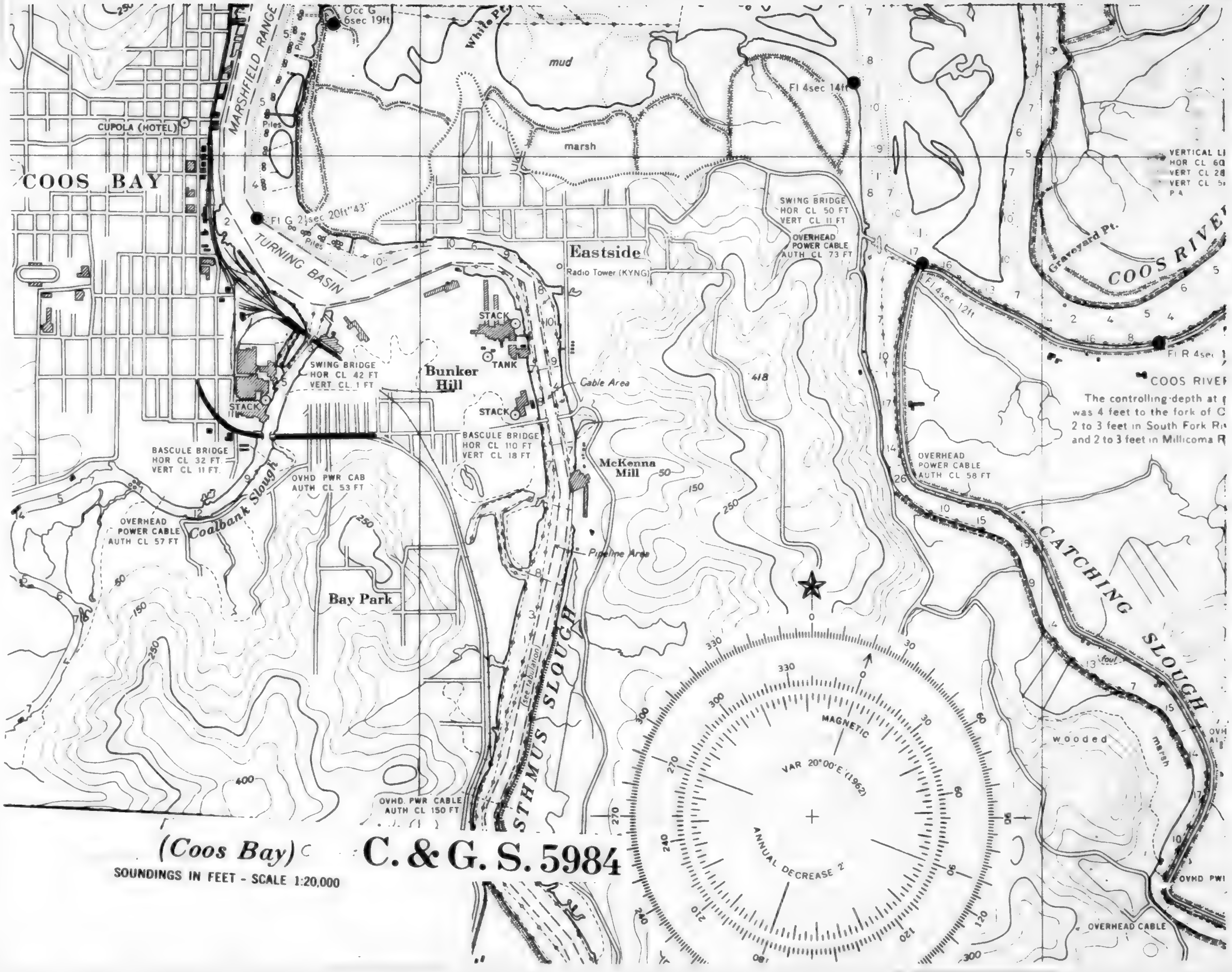
In support of their request the Highway Department states that their records show only 13 openings have been made at this structure in the past 28 years, with only 8 openings, including a test opening, having been made since 1941. The last opening was made on 20 August 1953. In order to continue operating this bridge as a drawbridge extensive repairs would have to be made in the near future which do not appear to be justified by the very limited water traffic. The 1964 daily traffic flow was 16,300 vehicles. There is no possible detour available.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed change. Replies should be mailed to reach this office not later than 27 April 1966.

Ogden Beeman

OGDEN BEEMAN
Chief, Waterways Maintenance Section

RECEIVED
APR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER


COOS BAY
CUPOLA (HOTEL)
MARSHFIELD RANGE
Occ G 6sec 19ft
Piles
Fl G 2½sec 20ft "43"
TURNING BASIN
White Pt.
mud
marsh
Eastside
Radio Tower (KYNG)
Fl 4sec 14ft
SWING BRIDGE HOR CL 50 FT VERT CL 11 FT
OVERHEAD POWER CABLE AUTH CL 73 FT
Fl 4sec 12ft
Graveyard Pt.
COOS RIVE
VERTICAL L HOR CL 60 VERT CL 28 VERT CL 5 P 4
Fl R 4sec
COOS RIVER
The controlling depth at was 4 feet to the fork of C 2 to 3 feet in South Fork R and 2 to 3 feet in Millicoma R
SWING BRIDGE HOR CL 42 FT VERT CL 1 FT
STACK
TANK
Bunker Hill
Cable Area
BASCULE BRIDGE HOR CL 110 FT VERT CL 18 FT
McKenna Mill
418
BASCULE BRIDGE HOR CL 32 FT. VERT CL 11 FT.
OVHD PWR CAB AUTH CL 53 FT
Coalbank Slough
OVERHEAD POWER CABLE AUTH CL 57 FT
Pipeline Area
OVERHEAD POWER CABLE AUTH CL 58 FT
CATCHING SLOUGH
foul
wooded
marsh
Bay Park
ISTHMUS SLOUGH
see tabulation
OVHD. PWR CABLE AUTH CL 150 FT
MAGNETIC
VAR 20°00'E (1962)
ANNUAL DECREASE 2'
OVHD PW
OVERHEAD CABLE
50
150
250
400

(Coos Bay) C

C. & G. S. 5984

SOUNDINGS IN FEET - SCALE 1:20,000

RECEIVED
MAR 21 1966
FOR FILING

Maint
Bridges
Draw

March 15, 1966

4346

District Engineer
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Re: Coalbank Slough Drawbridge
Oregon Coast Highway, M.P. 239.21
Bridge No. 2478

Dear Sir:

Attached hereto is a sketch map showing location of the Coalbank Slough Drawbridge in Coos County at Coos Bay, Oregon. The bridge structure consists of nine 19-foot P.T. composite approach spans, one 72-foot double leaf bascule span, and ten 19-foot P.T. composite approach spans. The bascule lift spans have a 40-foot, 6-inch horizontal clearance with a 18.82-foot vertical clearance above mean low water elevation (3.32).

Due to high volume of traffic and increased highway loadings, the interlock system between the bascule lift spans have failed, which will require extensive repairs in the immediate future; also, decay in the timber deck on the bascule spans will have to be replaced.

Our records show only 13 openings have been made at this structure in the past 28 years, with only eight openings having been made since the structure was reconstructed in 1941; one of these was a test opening.

We respectfully request the Army Engineers to advertise and hold a public hearing to revise the existing classification and plans to permit the closure of the Coalbank Slough lift spans to all boats above the present fixed elevation of 15.50 feet when closed. We specifically wish to call to your attention that no change in the existing clearances are to be made. Our request is made on the following bases:

1. Last opening made August 20, 1953. Highway traffic delayed one and one-half hours without any possible detour available.

2. The 1964 daily traffic flow was 16,300.

3. Marina sites above structure are not favorable as it is approximately 15 miles between Coalbank Slough and the open sea, which makes commercial anchorage unfeasible; also, there is not enough channel depth to permit any but the smallest boats to use it at present. Any dredging of the channel will require bulkheading or other bank reinforcements and protection.

4. Any pile driving or channel work required upstream from our bridge can be more economically done from shore equipment.

5. It also should be noted that on page 156 of the U. S. Coast Pilots Book No. 7 it states that the Coalbank Slough Drawbridge is unused.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

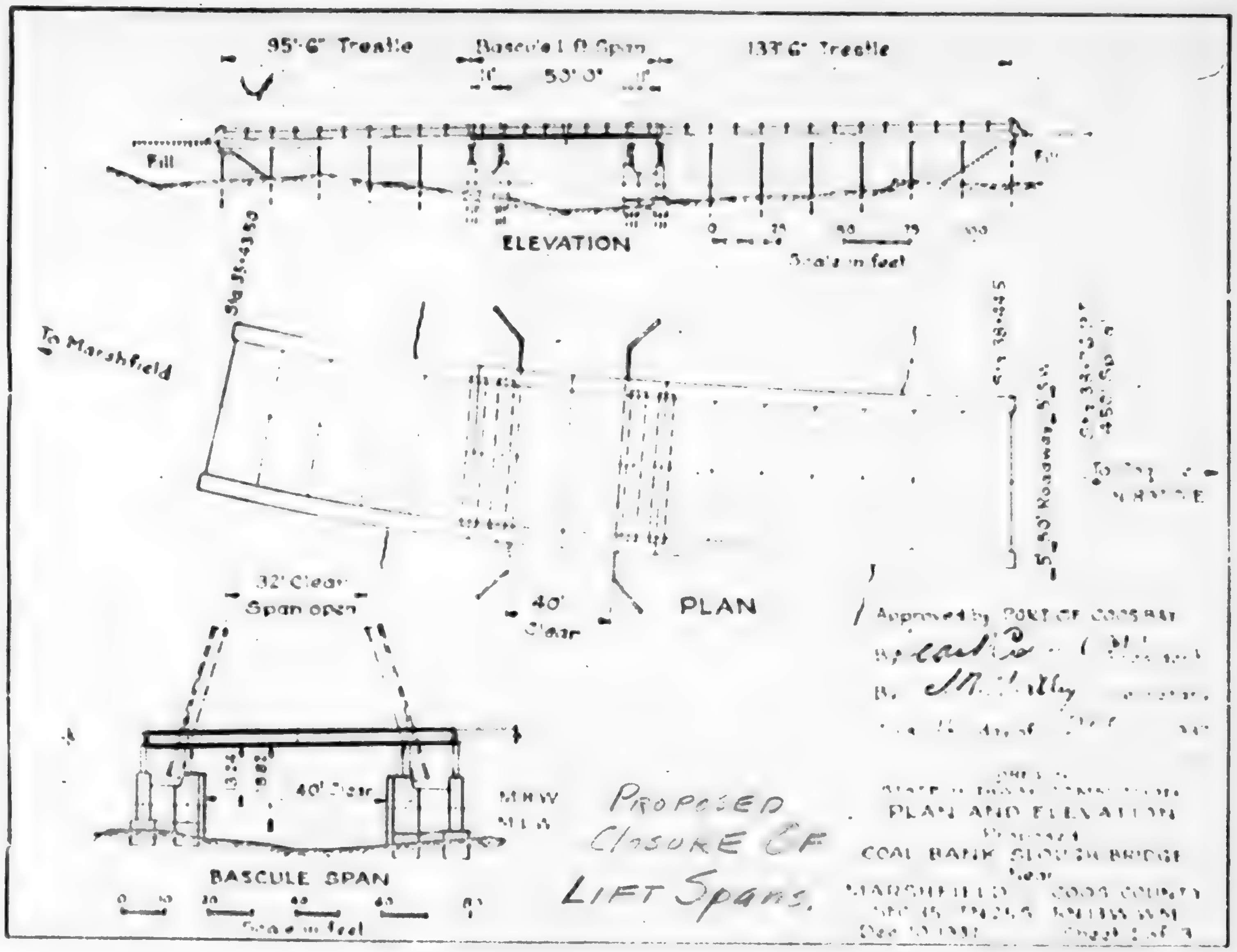
Tom Edwards
Assistant State Highway Engineer

Attachments (2)

bc Mr. A. W. Kilborn, Superintendent (enc.)
Southern Pacific Company
251 Union Station
Portland, Oregon 97209

bcc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
Ivan Merchant (enc.)
L. R. Chandler (enc.)

HWH:hl/TE:jwa


95'-6" Trestle
Bascule L.D. Span
53'-3"
137'-6" Trestle
Fill
ELEVATION
Scale in feet
0
25
50
75
100
To Marshfield
40'
Clear
PLAN
5'-80' Roadway-5'-5"
To
BASCULE SPAN
32' Clear
Span open
40' Clear
MHW
MLW
Scale in feet
0
10
20
40
60
80

Approved by PORT OF COOS BAY

By Carl ... President

By M. ... Secretary

PLAN AND ELEVATION

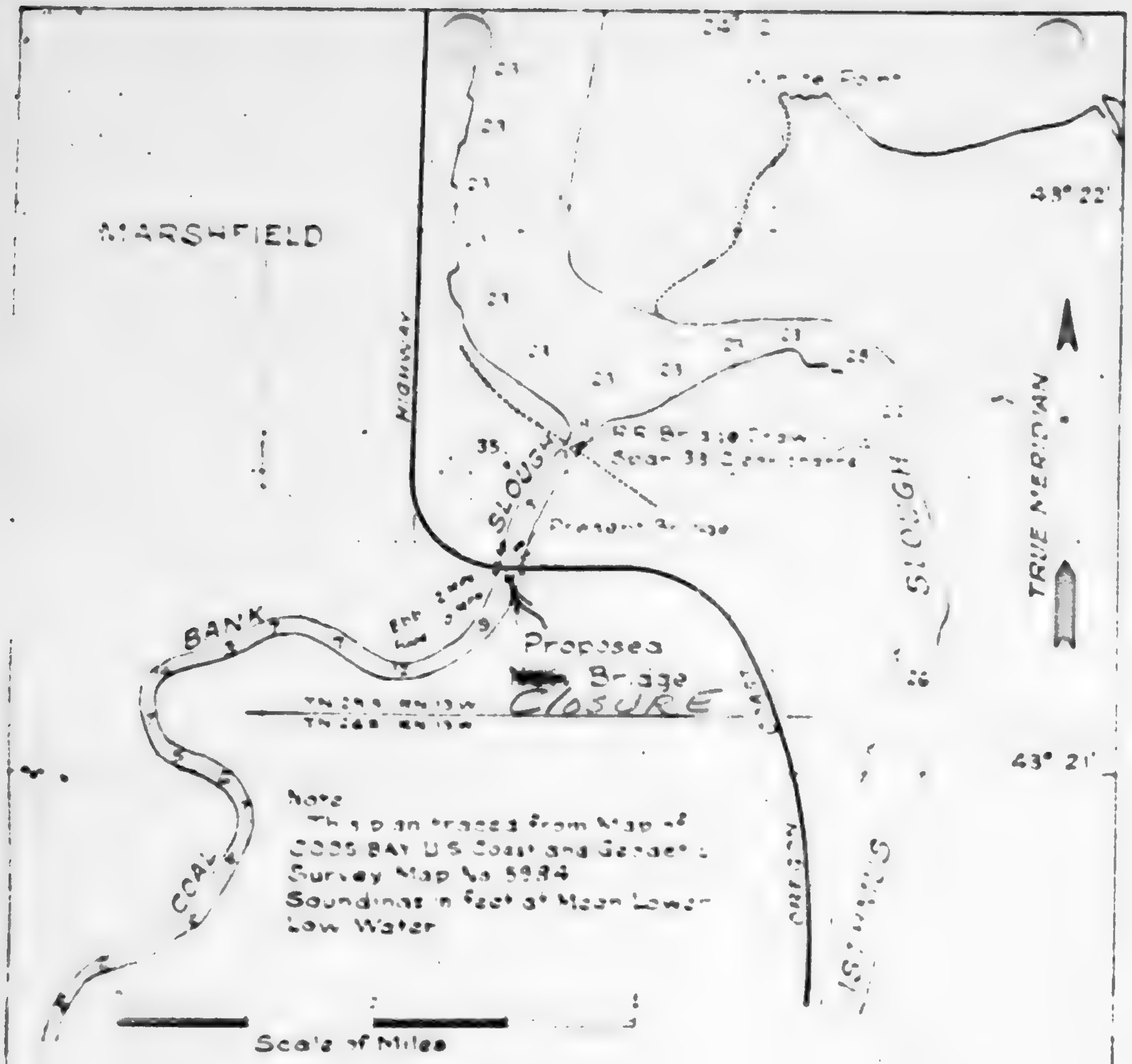
Proposed

COAL BANK SLOUGH BRIDGE

near

MARSHFIELD COOS COUNTY

PROPOSED
Closure of
LIFT Spans.


MARSHFIELD
HIGHWAY
SLOUGH
RR Bridge Draw
Span 33 Clearance
Present Bridge
Proposed Bridge
Closure
BANK
COAL
SLOUGH
TRUE MERIDIAN
43° 22'
43° 21'
OREGON
ISTHMUS
Scale of Miles

Note
This plan traced from Map of COOS BAY U.S. Coast and Geodetic Survey Map No 5984
Soundings in feet at Mean Lower Low Water

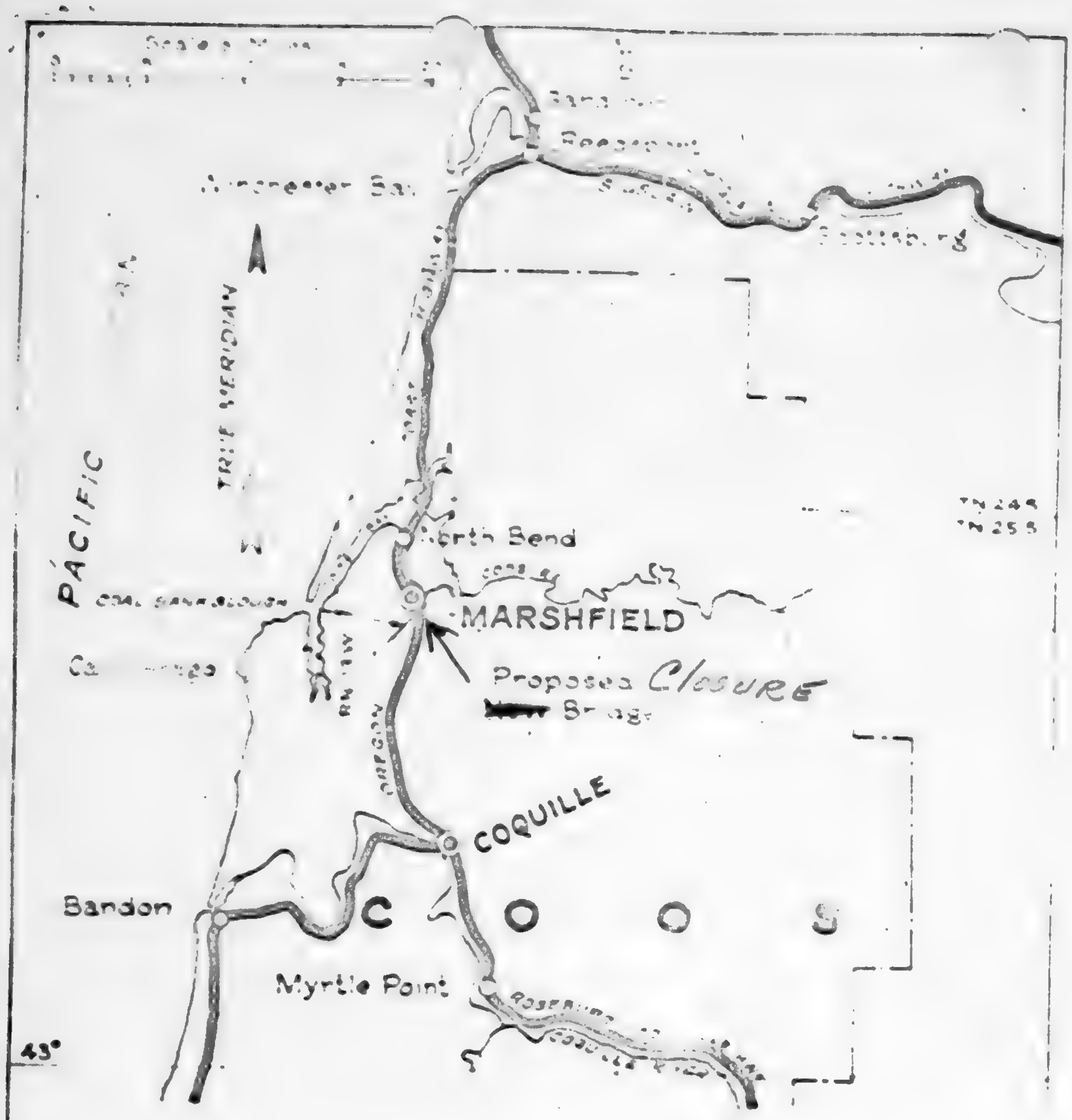
PORT OF COOS BAY

President

Secretary

day of 1937

OREGON
STATE HIGHWAY COMMISSION
VICINITY MAP
Proposed Closure
COAL BANK SLOUGH BRIDGE
Near
MARSHFIELD COOS COUNTY
SEC 35 TP 25S RN 13WWM
Dec 1937 Sheet 2 of 3


Scale in Miles
Reedsport
Winchester Bay
Scottsburg
TRUE MERIDIAN
PACIFIC
North Bend
COAL BANK SLOUGH
MARSHFIELD
Proposed Closure
~~New~~ Bridge
TN 24 S
TN 25 S
COQUILLE
Bandon
C O O S
Myrtle Point
43°

Approved PORT OF COOS BAY

By President

Secretary

of 193

OREGON
STATE HIGHWAY COMMISSION
LOCATION MAP
oposed Closure
COAL [illegible] SLOUGH BRIDGE
Near
MARSHFIELD COOS COUNTY
SEC 35 TN 25 S RN 13 W WM
Dec 10 193 Sheet 3 of

95' 6" Trestle
Bascule Span
137' 6" Trestle

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

V. R. RUSSELL
ASSISTANT SUPERINTENDENT

March 10, 1966

File:
331-144

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter of February 25 concerning concurrent applications from the State Highway Department and Southern Pacific Company to request closure of the drawbridges over Coalbank Slough.

We will file our application with the U. S. Corps of Engineers immediately. Copy will be furnished for your reference. Thank you for your cooperation.

Yours truly,

AW Kilborn

RECEIVED
MAR 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 21 1966

FOR FILING
Bridges
A. W. KILBORN
SUPERINTENDENT

S-2660

Southern Pacific Company

UNION STATION, PORTLAND, OREGON 97209

IN REPLY PLEASE REFER TO

March 14, 1966

File: 331-144

District Engineer
U. S. Corps of Engineers
Pittock Block
Portland, Oregon

Dear Sir:

Part 203.720, page 194, Rules and Regulations Relating to the Navigable Waters of the United States reads as follows:

> "(c) Highway and railroad bridges across Coal Bank Inlet. (1) The railroad drawbridge and the county highway drawbridge across Coal Bank Inlet shall open for the passage of vessels or other water craft of any description upon verbal request to the persons in charge of said drawbridges. The bridge tender for the railroad drawbridge is located in the Marshfield depot of the Southern Pacific Co. The bridge tender for the county drawbridge is the county road supervisor, F. P. Morton, of Marshfield, Oreg.
>
> (2) Notice shall be posted on each of the above-mentioned bridges stating where said tenders may be found in case it is necessary for draws to be opened. (Sec. 5, River and Harbor Act, Aug. 18, 1894, 28 Stat. 362; 33 U.S.C. 499) [Regs., Nov. 18, 1915 (E.D. 97449/4), Regs., Feb. 8, 1917 (E.D. 82855/122), and Regs., Nov. 18, 1915(E.D.) 97448/4)]"

Southern Pacific Company request cancellation of Part of Rules and Regulations Relating to Navigable Waters of the United States 203.720 (c) paragraphs 1 and 2 relating to operation of railroad over Coal Bank Inlet. Southern Pacific Company opens drawbridge for the passage of vessels on an average of two times per year.

Southern Pacific Company makes an average of 100 switching movements over this structure 6 days per week or approximately 31,000 switching movements per year. There are five through train movements per day six days per week and three train movements on Sunday for a total of 33 train movements per week or 1716 through train movements per year.

3-31-66

We are informed that the Coos County Court, Mr. Walter Barham, City Manager of Coos Bay and Mr. Ernest Payne, Manager of the Port of Coos Bay are favorable to closure of Coal Bank Inlet to navigation.

NOTED
TOM EDWARDS

It is approximately 15 miles between Coal Bank Inlet and the open sea, making commercial anchorage unfeasible. Depth of the channel is not sufficient to use Coal Bank Inlet for any but small boats at present. Because of distance to the open sea Coal Bank Inlet appears to be unfavorable for the establishment of a marina or boat basis.

Respectfully request authority to maintain a fixed span in the Southern Pacific Company bridge over the channel of Coal Bank Inlet.

Yours truly,

(Signed) A. W. KILBORN

By B. W. B.

cc: Mr. Forrest Cooper
State Highway Engineer
Attention Mr. Tom Edwards
State Highway Department
Salem, Oregon 97310

RECEIVED
MAR 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 17 1966

FOR FILING

8P*6470-734

Routing
Pense E
Morelock
Trout
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 11, 1966

RECEIVED
MAR [illegible] 1966
CONSTRUCTION
DIVISION

SUBJECT: Ocean Boulevard
Coos Bay to Empire

To: F. D. Morgan
Construction Engineer

SALEM

On January 31, 1966, I reported to Mr. Hunter about some meetings which I had had with the Coos County Court, the City of Coos Bay and the manager of the Port of Coos Bay. These meetings concerned the possible closure as an opening bridge of the Coal Bank Slough Bridge. As a part of this letter, I related some comments of Mr. Barham about possible construction of a new route from the Joe Ney Slough on the Charleston end to the crossing of the Oregon Coast Highway at Shingle House Slough south of Coos Bay. Also about some possible improvements of Ocean Boulevard between Coos Bay and Empire.

I now have a letter from Mr. Barham about Ocean Boulevard. He states that a realignment project was discussed with the Coos Bay City Council on February 28 and that they are agreeable to discussing financial participation by the City on early widening and realignment of this section. It should be stated here that the subject of any work on this highway was his own idea and initiated by him. He further states in this letter that they feel "some corrective measure must be done to eliminate accidents and fatalities." He also states that they will be happy to meet and discuss further such a project at my office, with Mr. Cooper, or with the State Highway Commission if necessary at our convenience. I have no comment as to any such meeting. That is the prerogative of the Chief Engineer. However, because of his statement about accidents and fatalities, I have had the accident experience of the Empire-Coos Bay Highway reviewed and enclose Mr. Clark's report to myself on the subject. You will note that he summarizes by saying that although the accident rate seems to be somewhat below comparable secondary highways, the types of accidents reflect a possibility that the alignment is contributing to the accident experience. A copy of my letter of January 31, 1966, to Mr. Hunter is also enclosed.

L R Chandler
L. R. Chandler
DIVISION ENGINEER

LRC:lf
Attach.

cc: E. S. Hunter

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON 97420

March 3, 1966

C

Oregon State Highway Department
Roseburg
Oregon

Attention - Mr. L. R. Chandler

Dear Mr. Chandler:

We are writing in regard to your recent visit and our conversation in regard to the possible realignment and widening of the Ocean Boulevard section of the State Highway through the City of Coos Bay.

As you are aware extensive survey has been done by your department over the past few years in an effort to find the best possible realignment for this highway section - especially the section from Central Avenue to the Coos Bay-North Bend reservoir side west of Woodland Drive.

It is my understanding that some detail has also been done on the particular section mentioned above.

This entire survey realignment project was discussed with the Coos Bay City Council at our last regular meeting on February 28, 1966 and they are agreeable to discussing financial participation by the City on the early widening and realignment of this section.

We will be happy to meet and discuss further this project at your office, with Mr. Cooper, or with the State Highway Commission if necessary, at your convenience.

We recognize that your finances are limited, and as you know the City's street financing is even more limited. However, we feel some corrective measure must be done to eliminate accidents and fatilities on this section of the highway. Your early favorable consideration will be most appreciated.

Very truly yours,

J Walter Barham

J. Walter Barham
City Manager

JWB/rb

Largest City On The Oregon Coast

RECEIVED
FEB 25 1966

FOR FILING

Maint
Bridges
Draw

February 25, 1966

4346

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Your File: 331-144

Dear Sir:

Your letter of January 28 advised us that additional time will be required by the Southern Pacific Company to assemble data and information substantiating your request for the closure of the Coalbank Slough Drawbridges at Coos Bay to navigation before filing a request with the U. S. Corps of Engineers for its closure.

On January 26 Mr. L. R. Chandler, Division Engineer, met with the Coos County Court, Mr. Walter Barham, City Manager of Coos Bay, and Mr. Ernest Payne, Manager of the Port of Coos Bay, to request their aid and support for its closure. Both the Coos County Court and the City Manager of Coos Bay were very favorable to the closure of the highway bridge to any openings and will so recommend to the City Council for its approval.

Mr. Ernest Payne was very strong in his approval of our request for closure of the highway drawbridge to openings. Mr. Payne also advised that it is approximately 15 miles between the Coalbank Slough and the open sea, which makes commercial anchorage unfeasible; also, that there is insufficient channel depth to permit any but the smallest of boats to use it at present.

Due to the distance to the open sea, it is very unfavorable for a marina site and we feel justified in requesting the closure.

Please advise us when you wish to proceed with filing a concurrent request for the closures and we will immediately file our request for a hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
Ivan Merchant
L. R. Chandler

HWH:hl jwa

2-15

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 31, 1966

SUBJECT:

To: Mr. E. S. Hunter
Maintenance Superintendent
State Highway Building
Salem, Oregon

Attention Mr. H. W. Hughlett
State Bridge Superintendent

As directed in Mr. Hughlett's letter of January 17, in company with Glen Clark, Division Traffic Engineer, I met with the Coos County Court; Mr. Walter Barham, City Manager, Coos Bay; and Mr. Ernest Payne, Manager of the Port of Coos Bay. The subject of various reactions to the closure of the Coalbank Slough Bridge at the southerly city limits of Coos Bay was discussed in each instance. It was explained to each group that a bridge would be left in place and that clearances between the bridge and the waterway beneath it would probably be very similar to the clearances now present. The court approved the closure of the bridge to bridge openings, but stated that they would like to build or have built a limited clearances roadway underneath it. They thought that we should built it. No comment on this was made.

Mr. Barham of the City of Coos Bay was very favorable to the closure of the bridge to any openings and will recommend to the City Council approval of it. He will notify me by letter when this approval has been secured. He also had things that he wished the State Highway would do for the city, but did not tie them into their approval of the bridge closure. Among the things they desired was construction of the proposed new route from Joe Ney Slough on the Charleston end to the crossing of the Coast Highway and Shinglehouse Slough south of Coos Bay. He supposed that the city could then take over Ocean Boulevard. He also wanted all or portions of Ocean Boulevard improved. He will write us of these matters after he has talked to the City Council about the closure of the Coalbank Bridge.

Mr. Ernest Payne was very strong in his approval of the closure of this bridge to openings. He advised that it would be necessary to request of the District Engineer, U.S. Army Engineers, a revision of our present permit for the bridge over the slough. A revision should be requested permitting the bridge to be closed to all openings. The vertical and horizontal clearances which we would be willing to maintain should be stated and if proper we should declare our willingness to maintain a bridge over the waterway even though it would have low vertical clearances.

NOTED
D. D. ALLEN

NOTED
G. D. ANDERSON

NOTED
H. W. HUGHLETT

NOTED
E. S. HUNTER

Attention Mr. H. W. Hughlett

It would be helpful to quote the following data:

1. the date of the last opening.

2. the fact that in 1953 when last opened traffic was tied up without any possible detour for 1½ hours. Traffic has increased heavily since that time.

3. that it is approximately 15 miles between Coalbank Slough and the open sea, which makes a commercial anchorage unfeasible.

there is a railroad bridge below the highway bridge on
waterway.

5. that there is not enough channel depth to permit any but the smallest boats to use it at present.

6. that any pile driving required up the slough from our bridge can be more economically done from shore rigs.

7. that any dredging of the channel would necessarily be accompanied by bulkheading or other bank reinforcement.

It would also be very helpful to quote the description of Coalbank Slough given on Page 156 of the U.S. Coast Pilot Book No. 7, wherein it states that Coalbank Slough is unused. Mr. Payne advised that the request for the permit revision should be addressed to the District Engineer, Corps of Engineers, U.S. Army, 628 Pittock Block, Portland, Oregon 97205. There will be a meeting of the Port Commission on Monday next and Mr. Payne will advise us as to their action.

L R Chandler

L. R. CHANDLER
Division Engineer

LRC/lf/ce
cc George Baker
Ivan Merchant

S-2660

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. 96025

January 28, 1966

IN REPLY PLEASE REFER TO
331-144

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Dear Sir:

Thank you for your letter of January 26 advising the State Highway Department would submit a concurrent request with the Southern Pacific Company for the closure of the highway bridge over Coal Bank Slough.

We cannot, at this time, say when our request will be made as it is necessary that we develop certain information prior to submission of the request.

(1) For your information, we have been requested to develop the number of times drawbridge has been open to traffic during the last ten years, indicated on a yearly basis; (2) number of train movements per day and per year; (3) sentiment of the people in the area involved, if at all possible; and (4) reason for requesting the closure.

We presume you will be required to furnish similar information concerning highway operation.

Yours truly,

AWKilborn

Hunter
Prepare data
for 1, 2, & 4
Car movements [illegible]
[illegible]
[illegible]

RECEIVED
FEB 1 1966
OFFICE OF
STATE [illegible]

RECEIVED
FEB 1 1966
OREGON
STATE HIGHWAY COMMISSION

Hwy #9

Coos Co.

FORM E-123X 90M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
RICHARD UNREIN

NOTED
H. S. COX

November 9, 1965

Board of County Commissioners
County of Coos
County Courthouse
Coquille, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

Thank you for your October 11 letter relative to the possibility of developing a grade separation under the Oregon Coast Highway at Coalbank Slough.

We have looked into the matter and find that we are faced with extremely restricted horizontal and vertical clearances. The vertical clearance at high tide, assuming a 2-foot freeboard, would be less than 11 feet, which would be very restrictive to vehicular use. Also, it appears that to gain more than 17½ feet horizontal clearance would be next to impossible.

While not questioning the desirability of the proposal, it appears that the possible clearances would not provide a suitable remedy. If you would care to discuss the matter further, we will be glad to have a representative contact you to go over the matter in detail.

Very truly yours,
Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. R. Chandler

RECEIVED
NOV 9 - 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAY [illegible] - 1963
FOR FILING

A. W. KILBORN
SUPERINTENDENT

8-2660-8

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

April 25, 1963 331-144

NOTED
R. L. PORTER

Mr. Karl G. Elfving
1027 Elrod Ave.
Coos Bay, Oregon

Dear Mr. Elfving:

Referring to your letter of February 11 informing us of your intention to engage in a water craft storage and repair business on land at the south end of First St. South, Coos Bay:

Owing to requirement for non-productive investment, the increased cost of operation, and the interference with handling of traffic on our Coos Bay Branch line which the proposed change would impose upon Southern Pacific Co., we oppose any change in existing requirements for opening Coal Bank Slough drawbridge.

Yours truly,

AWKilborn

cc: District Engineer
Corps of Engineers
Dept. of the Army
628 Pittock Block
Portland 5, Ore.

cc: State Highway Dept.
Salem 10, Ore.

RECEIVED
MAY 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY - 2 1963
OREGON
STATE HIGHWAY COMMISSION

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Coal Bank Slough Boat Moorage

DATE: [illegible]-63

FROM: I.D. Marchant
Per Stephenson.

TO: H.L. Cox

[illegible] I contacted the Coos County Court regarding Mr Elfving's proposal for a boat moorage on Coal Bank Slough. They pledged active support to encourage this project.

Also contacted Mr Bud Douglas, mgr of Port of Coos Bay. He states that no permit has been issued as to the site, The Port probably will issue same when application is received. Port as such are not pushing this project.

Contacted Mr J.W. [illegible], city mgr of Coos Bay. Mr Elfving is buying the Coal Bank property from the city. City will not push this project.

All of the above named parties have read Mr Elfvings letter of 2-11-63 to the Hwy Dept & also Mr Stephenson's reply of 3-20-63. All have been advised of the heavy expense involved & also the disruptment of traffic that this project would cause.

H.L. Cox
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

Maint. 2478

FORM E-123X 50M 6-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
H. S. COX

NOTED
C. AYRES

NOTED
DON HARWELL

March 26, 1963

Mr. Karl G. Elfving
1027 Elrod Avenue
Coos Bay, Oregon

NOTED
R. H. PRANGE

Dear Mr. Elfving:

Re: Coal Bank Slough Bridge
Coos Bay, Oregon

Your letter of February 11 advises of your intention to construct a marine facility on Coal Bank Slough to service and store boats up to 30 tons in size. The proposed facility to be located on Coal Bank Slough between First Street South and Broadway and upstream from the existing Oregon Coast Highway Bridge.

This is to inform you that the Oregon State Highway Department will oppose any change in the present existing requirements for the opening of the Coal Bank Slough Bridge because of the expense involved and the adverse effect on Oregon Coast highway traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
P. M. STEPHENSON

P. M. Stephenson
Assistant State Highway Engineer

cc The Southern Pacific Company
Union Station
Portland 9, Oregon

The District Engineer
628 Pittock Block
Portland 5, Oregon

bc Forrest Cooper
Ivan D. Merchant

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 27 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

1027 Elrod Avenue
Coos Bay, Oregon
February 11, 1963

Oregon State Highway Department
Salem, Oregon

ATTENTION: BRIDGE DEPARTMENT

Gentlemen:

SUBJECT: Coal Bank Slough Bridge
Coos Bay, Oregon

I wish to inform you of my plans to build a marine dry dock, moorage, and storage business; fronting on Coal Bank Slough, between First Street South, and Broadway South in Coos Bay, Oregon. I respectfully ask you to investigate making the Coal Bank Slough bridge a power operated bridge, that can be opened quickly for vessels arriving and departing from our Coal Bank Slough location.

July of this year the yard will start handling and storing boats up to thirty tons in size.

Yours truly,

K G Elfving

Karl G. Elfving

KGE:PLE
cc Coos Bay Port Commission
City of Coos Bay
U. S. Engineering Department

letter from SP Co.
to R. Cooper.
[illegible]

Contacted
City & Port.

RECEIVED
FEB 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1963
OREGON
STATE HIGHWAY COMMISSION

POOR

ORIGINAL

DOCUMENT(S)

Southern Pacific Company
UNION STATION PORTLAND, OREGON

IN REPLY PLEASE REFER TO
332-144

[illegible]

[illegible] Cooper
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have been requested [illegible] that he proposes [illegible] and storage buildings fronting on [illegible] between First Street South and Broadway [illegible]

It is requested that we revise our [illegible] that it will [illegible] power operated. [illegible] the same request to the State of Oregon.

Will you please advise regarding your [illegible] in connection with this structure.

Yours truly,

RECEIVED
[illegible] 1933

RECEIVED
FEB 1 1933
OREGON
HWY COMM.

[illegible] Jim Lanahan
[illegible] (Bay Television)

[illegible] [illegible]

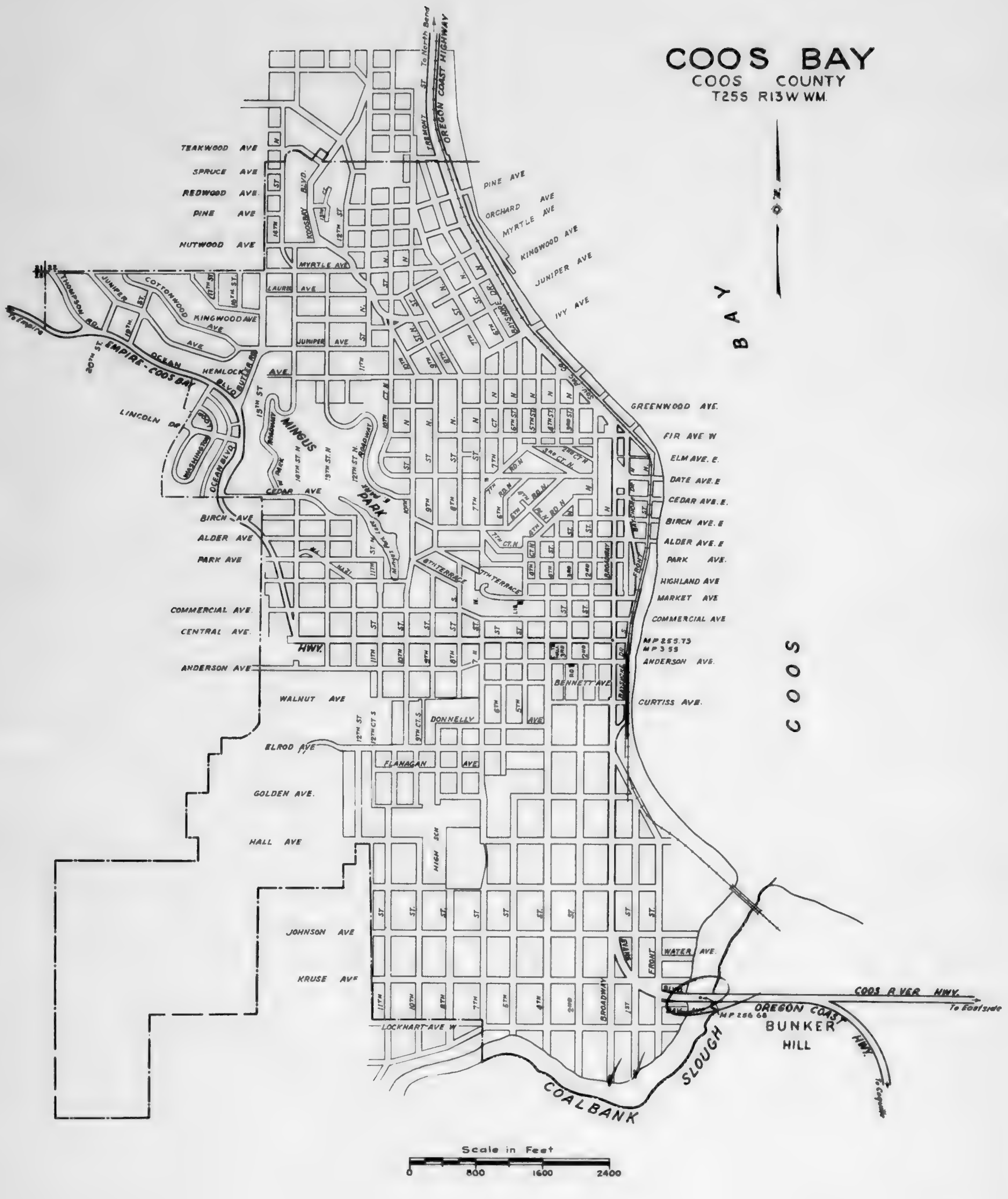
*Elmer Dingler (Bud)
[illegible] Ken Sorensen.
*Ernie Payne

Coos County

Inquire about interest of old 101 with new 101 north of Coos Bay bridge.

[illegible] [illegible] [illegible]
Bend [illegible] [illegible] the last year.

[illegible] W.E. Clark.
Roadmaster


COOS BAY
COOS COUNTY
T25S R13W WM.
N
BAY
COOS
To North Bend
TREMONT ST
OREGON COAST HIGHWAY
TEAKWOOD AVE
SPRUCE AVE
REDWOOD AVE
PINE AVE
NUTWOOD AVE
MYRTLE AVE
LAUREL AVE
JUNIPER AVE
HEMLOCK AVE
CEDAR AVE
BIRCH AVE
ALDER AVE
PARK AVE
COMMERCIAL AVE
CENTRAL AVE
ANDERSON AVE
WALNUT AVE
ELROD AVE
GOLDEN AVE
HALL AVE
JOHNSON AVE
KRUSE AVE
LOCKHART AVE W
PINE AVE
ORCHARD AVE
MYRTLE AVE
KINGWOOD AVE
JUNIPER AVE
IVY AVE
GREENWOOD AVE
FIR AVE W
ELM AVE E
DATE AVE E
CEDAR AVE E
BIRCH AVE E
ALDER AVE E
PARK AVE
HIGHLAND AVE
MARKET AVE
COMMERCIAL AVE
MP 255.73
MP 3.55
ANDERSON AVE
CURTISS AVE
BENNETT AVE
DONNELLY AVE
FLANAGAN AVE
HIGH SCH
To Empire
THOMPSON RD
JUNIPER ST
COTTONWOOD
KINGWOOD AVE
19TH
20TH ST
EMPIRE-COOS BAY
OCEAN BLVD
BUTLER RD
LINCOLN DR
WASHINGTON
OCEAN BLVD
13TH ST
MINGUS PARK
HWY
COOS BAY BLVD
14TH
12TH
11TH
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
BROADWAY
FRONT
BAYSHORE DR
12TH ST
12TH CT S
9TH CT S
8TH TERRACE
7TH TERRACE
ST
COOS RIVER HWY
To Eastside
MP 256.66
OREGON COAST HWY
To Coquille
BUNKER HILL
COALBANK SLOUGH
Scale in Feet
0
800
1600
2400
Rev 6-7-56

NOTED
J. W. CATTRALL

Salem, Oregon
April 10, 1953

NOT
Harold C. Ayers

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

On March 26th Mr. Edwards and I attended the meeting of the Transportation Committee for Industrial Sites in Coos Bay. Mr. Bartlett and Mr. Ordway represented the Southern Pacific at this meeting. The members of the Transportation Committee are named on the attached list. Not all of the committee members were present; however, I was unable to determine who attended.

Mr. E. G. Sampson, Chairman of the Committee, stated that the meeting was called to seek information regarding the problems that would arise in the development of the Coal Bank Slough area for industrial purposes. The Southern Pacific representatives pointed out that a grade crossing of the Oregon Coast Highway was highly undesirable because of the traffic involved and impractical due to the fact that the highway is on a curve and the railroad grade would be hard to construct due to the super elevation of the highway. Mr. Edwards explained to the committee the difficulties in constructing a highway overcrossing because the present ground will not support the fills that would be required which meant that the structure would be longer than normal and would be very expensive to construct. Also pointed out was the undesirability of a grade crossing of the railroad at this point. There were no commitments made regarding the construction of the highway overcrossing.

There was considerable round table discussion regarding the possibility of the railroad passing under the south end of the Coal Bank Slough Bridge. This would further entail a railroad crossing of the Coal Bank Slough to the west, or the possibility of closing the Coal Bank Slough to navigation and the construction of a dike with a tidegate. No decision was reached by the committee and no action was taken. No requests were made of the Highway Commission nor to the Southern Pacific.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

FORM E-30 25M 1-52 55419

NOTED
J. W. CATTRALL,

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1953

SUBJECT:

To: Mr. Tom Edwards
Mr. John W. Cattrall ✓

Mr. E. G. Sampson, of 186 East Johnson Street, Coos Bay, has called Mr. Baldock requesting representatives of the Highway Department to attend a meeting of the Transportation Committee for Industrial Sites to be held in Coos Bay, at the Tioga Hotel, on March 26. This meeting will be between the Coos Bay Transportation Committee and the Southern Pacific Officials and apparently will have to do with expansion of the Southern Pacific track facilities and may possibly involve contemplated spurs across the state highway.

Both of you will please arrange to attend this meeting on March 26, more as observers than as participants, as you would be unable to commit the Highway Commission one way or the other on any proposals advanced. Please make a complete report to Mr. Baldock, so that he may take the matter up with the Highway Commission if highway matters are involved.

I understand the meeting is an all day meeting on March 26, so you should arrange to be at the Tioga Hotel on the morning of March 26. Inasmuch as the date is some three weeks away, I would suggest you check with Mr. Sampson a few days in advance of the meeting date to determine if there may have been any change in plans. Please advise me of your ability to attend this meeting.

W. C. Williams

WCW:me

RECEIVED
MAR 5 - 1953
ENGINEER

TRANSPORTATION - E G Sampson, Chairman

A W Bennett
Bill Bennett
Roger Conrad
Earl Day
James Ellis
Jerry Extra
Dave Franklin
Bill Furer
Wayne George
Pete Gray
Robert Grier
Alton Hall
Jack Kershaw
A H Kohler
J L Koontz
Harry Levage
Dale Lillebo
Leonard Mayfield
John Mirrasoul
Sam Morin
Lee J Nelson
Oscar Olsen
Phoenix O'Toole
Ben Perkins
Erick Saukkonan
Jack Schneiderman
Jack Spencer
Jack Stratton
Wally White
Robert Weigand
Al Pierce
Cliff Strom
C V Signor
Walt Asplund

1985 Porter Creek Bridge Sec. 10,159
of Coos Bay-Roseburg Hwy. (Grading,
paving, & structure)

10

STATE OF OREGON   INTEROFFICE MEMO

TO: Bob Aldrich
Region Construction Engineer

DATE: November 30, 1988

FROM: Ray Cranston
Ray Cranston
Asst. DMS

SUBJECT: Porter Creek Bridge

The District 6 bridge crew has recently pumped 15 tons of sand into the voids under the end panels at the Porter Creek bridge at a cost of $5000. This summer we will patch out the dip and may have to pressure grout under the slabs.

I understand this project was set up with a "roller pass" type of spec instead of requiring a specific percent compaction. I would like to lend my support to John Read's suggestion that future projects of this nature include requirements for a more readily compacted embankment material such as bar run gravel or stone embankment. You have indicated that we "can spec whatever we want to pay for", any additional construction costs should be more than offset by savings on maintenance costs as well as savings on our public image.

Proj. Dev. Engr.
2 RDE
RDS
3 SE
LE
LFE
LFS
PDE
PDS
RECEIVED
DEC 08 1988
RD/LOC/SPECS OFFICE
BPM
LPC
LA
LDS
RWD
LLC
HE
GTE

ROSEBURG REGION
RECEIVED
1988
RE RCE
RDS RTS
RPR GEO RBI

cc: Wm Maude

Sent 12-05 CB

cy: Duane Christensen
Tom Lulay.

81-125-1347

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 9/16/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. BRF-14(28)
COMPLETION DATE (Actual) 10/22/86	ACCEPTANCE DATE BY CONRTACT AGENCY 6/25/87	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. 8/31/86

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTER CREEK BRIDGE SECTION
COOS BAY - ROSEBURG HIGHWAY
Grading, Paving & Structure

Work completed under this project consisted of the construction of a 41-foot wide by 60-foot long structure along with the construction of a detour, roadbed grading and paving, guardrail installation, riprap construction and removal of the existing structure. A contract in the amount of $292,963.25 was awarded Holst Construction Company on 12/5/85. Contract work began on 5/5/86 and was completed in reasonably close conformance with the approved plans and specifications on 10/22/86 at a final estimated cost of $361,643.62 which includes $291,347.09 for original bid item work, $57.63 for price agreement work, $19,686.52 for approved State force work, $543.38 adjustments for A.C., concrete and reinforcement, and $50,000 for construction engineering to date.

The specified completion date of 8/31/86 was extended to 10/33/86 with Stop Work orders and therefore no liquidated damages were assessed the contract.

There were no significant overruns or underruns on this project.

- RRA -

RECEIVED
STATE HWY ENGR
SEP 23 '87
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy
9/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 9/17/87	TITLE District Engineer	DATE 9/21/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,159

July 23, 1987

CON 5 - #10,159

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

On June 30, 1987, we wrote to you concerning release of final payment on Contract No. 10,159 awarded to Holst Const. Co. for work on the Porter Creek Bridge Section of the Coos Bay-Roseburg Highway in Douglas County.

Final payment on this contract is $4,659.21 and the total contract amount is $291,948.10. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Holst Const. Co.
P.O. Box 1049
Oakridge, OR 97463

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,159

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10159

TO: Commission Services

DATE: June 25, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10159, On Site Work Substantially Completed October 22, 1986

All Work Completed March 13, 1987

Project Porter Creek Bridge

Highway Coos Bay-Roseburg

County Douglas

Type of Work Grading, Paving & Structure

Contractor Holst Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-30-87 - Surety letter written.

RECEIVED
JUN 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(28)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40036

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
APR 29 '87
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE November 19, 1985

8. FEDERAL ROUTE NUMBER FAP 14

9. STATE ROUTE NUMBER 35

10. GENERAL LOCATION:
Porter Creek Bridge # 00809-035-06566

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 4/15/87 we approve contingent upon modification of the Project Agreement if additional funds are required for the cost overrun on the estimate of cost for the relocation of Douglas Electric Cooperative's aerial power line facilities.

TEC $16,202.96 - F.F. $12,962.

14. DATE 4/27/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 15, 1987

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
APR 17'87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Cost Overrun
Aerial Power Line Relocation
Douglas Electric Cooperative, Inc.
Porter Creek Bridge Section
Coos Bay - Roseburg Highway
Douglas County
Project No. BRF-14(28)

Reference is made to my letter of November 12, 1985, which submitted an estimate of cost for the relocation of Douglas Electric Cooperative's aerial power line facilities and to your Letter of Approval and/or Authorization, dated November 19, 1985, which approved participation in the estimated cost of $6,082.00. Copies of my letter and your PR-1240 are attached.

The relocation of the aerial power line facilities has been completed and a final billing of cost, in the amount of $16,202.96, received. The final audited cost of $16,202.96 exceeds the estimated cost of $6,081.57 by $10,121.39 or 166.43%. The Cooperative in a letter dated March 30, 1987, has provided an explanation of the cause for overrunning the estimated cost of the originally authorized work. Additional relocation work was required to accommodate the contractor's pile driving operation at a cost of $6,331.59 which is included in the total cost of $16,202.96. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Cooperative has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $16,202.96 is requested.

JMC:jkh
Attachment

cc: E. S. Hunter
J. M. Cartwright
John Christopherson
Rich Evans, Hwy. Acctg.

Form 734-3122 (1-87)

10,1[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: January 2, 1987

In Reply Refer to File No.:
CON 5
10159

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-14(28)

Contract 10159, Work Completed October 22, 1986

Project Porter Creek Bridge

Highway Coos Bay-Roseburg

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 12/16/86

for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
JAN 13 '87
REFER TO
FOR
Info | Inve. | R/D | [illegible] | [illegible] | [illegible] | File

RECEIVED
JAN 5 1987
OREGON DIVISION

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

WEEK ENDING	11/29/86
PROJECT NAME (SECTION)	Porter Creek Bridge
CONTRACT NO	10159
HIGHWAY	Coos Bay - Roseburg
COUNTY	Douglas
F A PROJECT NO	BRF-14(28)
CONTRACTOR	Holst Construction Co.
KIND OF WORK	Grading, Paving and Structure.
DATE OF AWARD	12/05/85
FIRST NOTIFICATION DATE	05/05/86
ESTIMATED DATE OF COMPLETION, OR	09/16/86
SECOND NOTIFICATION DATE AND	10/22/86
ESTIMATED SEMIFINAL SUBMITTAL DATE	11/07/86

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 347,795.86
ESTIMATED PROJECT COST $ 320,217.33
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 7.9 %

ENGINEERING

AUTHORIZATION $ 27,578.53
COST THIS WEEK $ 70.00
TOTAL TO DATE $ 31,490.00
PERCENT OF AUTHORIZATION 114 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
ALL	09/16/86	140	0.0	0	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	0	0

ACTIVITIES THIS WEEK:
Contract work complete.

"Because 140 Calendar Day Count would put the project completion date after the required 08/31/86, specified completion date is being used."

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:
Project complete.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final weekly report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) John Read John Read

734-3001 (REV. 1-86)

CONSTRUCTION SECTION ✓

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(28)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40036

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 1, 1986

8. FEDERAL ROUTE NUMBER FAP 14

9. STATE ROUTE NUMBER 35

10. GENERAL LOCATION:

Porter Creek Bridge #00809-035-06566

11. GENERAL DESCRIPTION OF WORK

Remove existing 12 inch culvert under a driveway and replace it with an 18 inch culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/1/86 as requested in Mr. Fredrickson's letter of 11/6/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $1,000; Federal Funds $850.

RECEIVED
STATE HWY ENGR
NOV 20'86
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
11/20

14. DATE 11/17/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPOR   ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(28)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40036

6. TO

11-17-8

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 1, 1986

8. FEDERAL ROUTE NUMBER FAP 14

9. STATE ROUTE NUMBER 35

10. GENERAL LOCATION:
Porter Creek Bridge # 00809-035-06566

11. GENERAL DESCRIPTION OF WORK
Pave driveway

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/1/86 as requested in Mr. Fredrickson's letter of 11/6/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $800; Federal Funds $640.

RECEIVED
STATE HWY ENGR
NOV 20 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
11/20

14. DATE 11/17/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,157

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 11 47	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
PROJECT REPORT NUMBER	11-1-86	Project Number BRF-14(28)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 347,202	$ 381,694
Federal funds	$ 228,793	$ 256,458
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4TH day of NOV, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 24, 1986

FEDERAL AID PROJECT NO. BRF-14(28)

PORTER CREEK BRIDGE SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE (BRIDGE NO. 0809A)(STA. 1088+86 TO STA. 1089+46)

Subtotal as on estimate of December 5, 198~~6~~5	$	212,385.43
Engineering		31,857.57
Total	$	244,243.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 10.25	394	$ 4,038.50	1,985	$20,346.25
Class "C" Asphalt Conc.	35.00	600	21,000.00	850	29,750.00
12-inch Culvert Pipe	12.50	30	375.00	115	1,437.50
			$25,413.50		$51,533.75

Increase	$	26,120.25
Subtotal from estimate of Dec. 5, 1986		84,520.03
Subtotal	$	110,640.28
Engineering		16,595.72
Total	$	127,236.00

* Items to be arbitrarily coded non-participating to comply with FHWA's 10% rule for Bridge Replacement funds.

Length of Project --- Roadway	0.107 mi.
Length of Project --- Structure	0.011 mi.
Total Length	0.118 mi.

Cost of Roadway Per Mile $ 1,189,121.49

Retained in Reserve

Douglas Electric Cooperative	All Required		$ 9,000.00
		Subtotal	$ 9,000.00
		Engineering	1,215.00
		Total	$ 10,215.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	118	$ 244,243.00	$ 195,394.00	$ 48,849.00
Roadway	118	66,116.00	52,892.00	13,224.00
Roadway	Non-Part.	61,120.00*	---	61,120.00
Retained in Reserve	118	10,215.00	8,172.00	2,043.00
Total		$ 381,694.00	$ 256,458.00	$ 125,236.00

Group 011: 82%; Group 010: 18%
Contract No. 10,159
Prefix: C010-1928 (PE)
C10159
Appn Code: 118

Porter Creek Bridge Sec.

NONPARTICIPATING-STATE WORK

Multiple Mailbox Supports	Each	2	230.00	$ 460.00
Mailbox Concrete Collars	Each	2	30.00	60.00

* Total of items arbitrarily coded non-participating plus engineering to comply with FHWA's 10% fule for Bridge Replacement funds.

DDB:bkb

11-157

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE Oregon
12-152	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Douglas
		PROJECT NO. BRF-14(28)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Porter Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10/28/85	0.118

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 285,992.00	$228,793.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~ Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

Oregon State Highway Division
Salem, Oregon December 5, 1985

Federal Aid Project No. BRF-14(28)

Porter Creek Bridge Section
Coos Bay-Roseburg Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Bridge No. 0809A)(Sta. 1088+86 to Sta. 1089+46)

Mobilization	Lump Sum	(68%)	Lump Sum	$ 15,300.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,200.00
Temporary Signs	Sq. Ft.	300	8.00	2,400.00
Temporary Barricades	Each	4	45.00	180.00
Temporary Guardrail, Type 2A, Reflectorized	Lin. Ft.	400	12.00	4,800.00
Temporary Concrete Barrier	Lin. Ft.	75	12.00	900.00
Temporary Plastic Safety Markers	Each	25	35.00	875.00
Temporary Delineators	Each	12	10.00	120.00
Flaggers	Hour	240	15.50	3,720.00
Toe Trench Excavation	Cu. Yd.	276	6.00	1,656.00
Detour Removal Excavation	Cu. Yd.	2,595	4.50	11,677.50
Fish Rocks	Each	10	130.00	1,300.00
1"-0 Aggregate Base	Ton	875	10.25	8,968.75
Class "C" Asphalt Concrete	Ton	300	35.00	10,500.00
Guardrail, Type 3	Lin. Ft.	100	36.00	3,600.00
Loose Riprap, Class 200	Cu. Yd.	740	16.50	12,210.00
Riprap Backing	Sq. Yd.	1,400	1.80	2,520.00
Bridge Removal Work	Lump Sum	All	Lump Sum	6,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	2,500.00
Structure Excavation	Cu. Yd.	285	18.00	5,130.00
Structure Excavation Below Elevations Shown	Cu. Yd.	29	25.00	725.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	37,290.00
Reinforcement	Lump Sum	All	Lump Sum	8,235.00
4'x60'/65' Prestressed Slabs	Each	11	4,700.00	51,700.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	196	56.00	10,976.00
Concrete Bridge Rail	Lin. Ft.	204	13.00	2,652.00
Membrane Waterproofing	Sq. Yd.	292	9.25	2,701.00
				$ 209,836.25

Anticipated Items

Temporary Pavement Striping	All Required			$ 1,500.00
EEO/Labor Compliance Monitoring (0.5% Const. Amt.)	All Required			1,049.18
				$ 2,549.18
			Subtotal	$ 212,385.43
			Engineering	28,671.57
			Total	$ 241,057.00

Type Code I000
Roadway (Sta. 1085+75 to Sta. 1088+86 and Sta. 1089+46 to Sta. 109+00)

*Mobilization	Lump Sum	(32%)	Lump Sum	$ 7,200.00
*Clearing and Grubbing	Lump Sum	All	Lump Sum	2,000.00
*Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	6,000.00
*Embankment in Place	Cu. Yd.	2,570	8.00	20,560.00
*Stone Embankment	Cu. Yd.	733	9.00	6,597.00
*Trench Excavation	Cu. Yd.	28	10.00	280.00
*Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	2,000.00
*1"-0 Aggregate Base	Ton	906	10.25	9,286.50
1"-0 Aggregate Base	Ton	394	10.25	4,038.50
Class "C" Asphalt Concrete	Ton	300	35.00	10,500.00
12-inch Culvert Pipe	Lin. Ft.	30	12.50	375.00
18-inch Culvert Pipe	Lin. Ft.	160	11.00	1,760.00
Concrete Inlets, Type G-2	Each	1	550.00	550.00
Guardrail, Type 2A	Lin. Ft.	150	24.00	3,600.00
Guardrail Anchors, Type 1	Each	8	275.00	2,200.00
Rail End Pieces, Type C	Each	8	75.00	600.00
Extra for Asphalt Approaches	Each	14	250.00	3,500.00
Drainage Curbs	Lin. Ft.	10	4.00	40.00
Delineators, Type 2	Each	4	20.00	80.00
Delineators, Type 4	Each	4	10.00	40.00
Seeding, Fertilizing, and Mulching	Acre	1	1,400.00	1,400.00
				$ 82,607.00

Anticipated Items

Permanent Pavement Striping	All Required			$ 1,500.00
EEO/Labor Compliance Monitoring (0.5% Const. Amt.)	All Required			413.03
				$ 1,913.03
			Subtotal	$ 84,520.03
			Engineering	11,409.97
			Total	$ 95,930.00

*Items to be arbitrary coded non-participating to comply with FHWA's 10% rule for Bridge Replacement Funds.

Length of Project ---	Roadway		0.107 mi.
	Structure		0.011 mi.
		Total Length	0.118 mi.

Cost of Roadway Per Mile $ 896,542.06

Retained in Reserve

Douglas Electric Cooperative	All Required		$	9,000.00
		Subtotal	$	9,000.00
		Engineering		1,215.00
		Total	$	10,215.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	118	$ 241,057.00	$ 192,845.00	$ 48,212.00
Roadway (36%)	118	34,720.00	27,776.00	6,944.00
Roadway (64%)	Non-Part.	61,120.00*	-----	61,210.00
Retained in Reserve	118	10,215.00	8,172.00	2,043.00
Total		$ 347,202.00	$ 228,793.00	$ 118,409.00

Group 011: 82%; Group 010: 18%
Contract No.
Prefix: C010-1928 (PE)
C10159
Appn Code: 118

Porter Creek Bridge Sec.

NONPARTICIPATING-STATE WORK

Multiple Mailbox Supports	Each	2	230.00	$460.00
Mailbox Concrete Collars	Each	2	30.00	60.00

*Total of items arbitrarily coded non-participating plus engineering to comply with FHWA's 10% rule for Bridge Replacement Funds.

DRH:bkb;pf;me

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon

IN COMPANY WITH
John Read, Project Manager; OSHD

DATE OF INSPECTION 9-16-86	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. BRF-14(28)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 99 %	WORK COMPLETED 99 %

PORTER CREEK BRIDGE SECTION
COOS BAY - ROSEBURG HIGHWAY
Grading, Paving & Structure

Work completed under this project consisted of the construction of a 41-foot wide by 60-foot long structure along with the construction of a detour, roadbed grading and paving, guardrail installation, riprap construction and removal of the existing structure. A contract in the amount of $292,963.25 was awarded Holst Construction Company on 12-5-85. Contract work began on 5-5-86 and was completed in reasonably close conformance with the approved plans and specifications on 9-14-86 at a final estimated cost of $351,658.17 which includes $313,342.75 for original bid item work, $190.50 for price agreement work, $10,546.39 for approved State force work and $27,578.53 for construction engineering to date.

All work, except for the required seeding and mulching, was completed on 9-14-86 as compared to the original specified completion date of 8-31-86. The completion date was revised to 9-16-86 due to issue of stop work codes. All major or significant overruns or underruns will be covered in the final acceptance report. Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

Based on the results of this inspection final acceptance of the contract work, subject to completion of the seeding and mulching, is recommended.

- WNB -

NOTED
W. E. SCHWARTZ

og
9/29

RECEIVED
STATE HWY ENGR
SEP 24 '86
REFER TO Fredrickson
FOR
Inf Inv R/D D/R Sign Act File

Form FHWA-1446A
(Rev. 2-84)

January 3, 1986

CON 5 - 10,159

Holst Const. Co.
Box 1049
Oakridge, OR 97463

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,159 for work on the Porter Creek Bridge Section of the Coos Bay-Roseburg Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Wausau Insurance Companies
895 Country Club Road #250
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Larry Lindley

HOLST CONSTRUCTION CO.
76700 HIGH PRAIRIE RD. PH. 782-2880
P.O. BOX 692 OAKRIDGE, OREGON 97463

November 25, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Salem, OR 97310

Re: Porter Creek Bridge
Coos Bay-Roseburg Hwy.

Dear Mr. Gormsen:

The D/MBE we used for this project is Pacific Northwest Guardrail.

1.	Mobilization	LS		1,500.00
24.	Guard Rail, type 2A	150 Lin Ft	@ 14.00	2,100.00
25.	Guard Rail, Type 3	100 Lin Ft	@ 24.00	2,400.00
26.	Guard Rail Anchors type 1	8	@340.00	2,720.00
27.	Rail End Pieces Type C	8	@ 90.00	720.00
				$ 9,440.00

and TPT Services Inc. for:

3	Temporary signs	300	@ 8.00	2,400.00
1	Mob	LS		1,600.00
4	Temporary Barricade	4	@ 45.00	180.00
5	Temporary Guard Rail Type 2A	400	@ 12.00	4,800.00
6	Temporary Concrete Barrier	75	@ 12.00	900.00
8	Temporary Delineators	12	@ 10.00	120.00
32	Delineators Type 2	4	@20.00	80.00
33	Delineators Type 4	4	@ 10.00	40.00
34	Mulitiple Mail Box	2	@230.00	460.00
35	Mail Box Collar	2	@ 30.00	60.00
46	Membrane Water Proff	292 Sq Yd	@ 9.25	2,700.00
43	Crack Seal	LS		710.00
				$14,050.00

The Women owned business is Anderson Erosion

36.	Seeding, Fertilizing and Mulching Acre 1	1,500.00

Yours very truly,

Effie Holst

Effie Holst.

RECEIVED
[illegible] 1985
[illegible] SERVICES
[illegible]

a Thomas Jones

jc 10,157

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(28)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40036

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 19, 1985

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Porter Creek Bridge # 00809-035-06566

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 11-12-85 and contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the Douglas Electric Cooperative, Inc., Aerial Powerline facilities on an actual cost basis estimated to be $6,082 - Federal Funds $4,866.

The Agreement with the Douglas Electric Cooperative, Inc. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENG
NOV 21 '85
REFER TO Potter
FOR
Info | [illegible] | [illegible] | [illegible] | Sign | Act

14. DATE 11/19/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 12, 1985

RECEIVED
STAT. HWY ENGR
NOV 13 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL S[illegible] D BY
W. B. [illegible]

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Douglas Electric Cooperative, Inc.
Porter Creek Bridge Section
Coos Bay - Roseburg Highway
Douglas County
Project No. BRF-14-(28)

Here is a copy of an estimate of cost to adjust Douglas Electric Cooperative's aerial power line facilities dated October 30, 1985, and a sketch showing their proposed relocation.

A certification prepared by John E. Christoperson as to the Cooperative's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Cooperative dated September 24, 1985 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of power distribution facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $6,082.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(28)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40036

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE October 28, 1985

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:

Porter Creek Bridge #00809-035-06566 Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10-21-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items show in your Estimate as being cost effective.

Mr. Potter's 10-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved. at a total estimated cost of $340,721; Federal Funds $234,318.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 10/29/85

15. SIGNATURE OF APPROVING OFFICIAL A Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 2, 1985

In Reply Refer to
File No.:
LOC 8

TO: Herbert A. Schell
FHWA Division Bridge Engineer
Federal Highway Administration

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane Christensen
Road Design Engineer

SUBJECT: Porter Creek Bridge
Coos Bay-Roseburg Highway, M.P. 65.66
Douglas County

I have reviewed our proposed channel change and revetment as requested in our telephone conversation of October 1, and feel it is necessary for the protection of the highway facility for the following reasons:

1. The upstream channel is eroding and shifting easterly. As this process continues, the upstream channel will not be properly aligned with the bridge opening and the highway embankment will be subject to erosion. The channel change and revetment will prevent this from happening. If this work is not done under this contract, it will very likely be necessary at a later date, possibly under emergency conditions.

2. The existing structure has had a history of debris problems. The channel change, in conjunction with eliminating the existing piers in the channel, will greatly improve the debris passage ability of the structure.

DOC:DWB:ja

cc E. S. Hunter
Walt Hart
J. J. Gix
David Bryson
Rick Kuehn

RECEIVED
OCT 2 1985
ROAD DESIGN SECTION
RDE
FDE
LE
SE
FPC
PDE
LFE
GTE
HPC
CA
Copy All
Return To
B/U / /

Form 734-3122

jc

CON 17-1
Porter Cr

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-14(28)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Douglas

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
9-26-85

4. PROGRAM NO.:
5. ITEM NO.: 40036

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: September 25, 1985
8. FEDERAL ROUTE NUMBER: Primary 14
9. STATE ROUTE NUMBER: Primary 35

10. GENERAL LOCATION:
Porter Creek Bridge #00809-035-06566 Section

11. GENERAL DESCRIPTION OF WORK:
Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – XXXXXXXXXXXXXXXXXXXXXX
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-17-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $326,900; Federal Funds $261,500.

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE: 9/26/85
15. SIGNATURE OF APPROVING OFFICIAL: G. K. H
16. TITLE: For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

10157

CCN 19-1
Porter
Cr.
W.P.

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: PORTER CREEK BRIDGE

PROJECT NUMBER: OR850305-026-2

DATE: April 17, 1985

The State Clearinghouse has received additional comments from

DEPARTMENT OF LAND CONSERVATION AND DEVLOPMENT

subsequent to our conclusion letter of APRIL 9, 1985.

Please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) The Clearinghouse is forwarding a copy of this letter and enclosure to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

IPR #10

Mel
DKM

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
MAR 6 1985
SALEM

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

APR 15 1985

Douglas County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850304-026-2 Return Date: APR 05 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

( ) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

In reviewing plans for both alternates, it appears that the new bridge will displace no more flood flow than the old bridge (to be removed as part of this project). Therefore, I have no problems with this proposal.

RECEIVED
APR 12 1985
DIVISION OF STATE LANDS

Agency LCDC By DKMaurer + Mel Lucas

IPR #2 Phone Number 378-2332

CON 19-1

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: ODOT

PROJECT TITLE: PORTER CREEK BRIDGE

PROJECT NUMBER: OR850304-026-2

DATE: April 10, 1985

The State Clearinghouse has received additional comments from

DEPARTMENT OF FISH AND WILDLIFE

subsequent to our conclusion letter of ______________.

Please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
APR 16 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

(XX) Please consider this letter and enclosure(s) an addendum to our previous letter.

(XX) The Clearinghouse is forwarding a copy of this letter and enclosure to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

NOTED
H.S. COULTER

PROGRAM SECTION
April 16, 1985
cc: FHWA
✓State Highway Engineer
Location Unit
Right-of-Way Sec.
Road Design Sec. (2)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. Eng. (3) J.J. Gix*
Dist. Eng. (6) J.C. McCormick
*Inform P.M.

APR 10 1985

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Douglas County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850304-026-2

Return Date: APR 05 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section.)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)
- (X) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

Agency F&W

By

IPR #2

Phone Number 229-5679

Oregon Department of Fish and Wildlife
Comments: OR 850304-026-2

The Oregon Department of Fish and Wildlife has no objection to the Porter Cr. Bridge Project in Douglas County providing the following conditions are observed during construction:

1. Work confined to low flow period.
2. Adequate measures are taken to minimize turbidities which could arise during construction.
3. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).
4. Soils disturbed by the project are stabilized and revegetated.
5. All project debris is removed from the stream.
6. Please coordinate the planning and implementation with our District Fish Biologist:

Dave Anderson
ODFW
3140 N.E. Stephens St.
Roseburg, OR 97470
440-3353

11,15

CON 19-1

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: PORTER CREEK BRIDGE

DATE: APRIL 9, 1985

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state or local government have been identified.

☒ Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state and/or local government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

OR 850304-026-2

Dolores Streeter
Clearinghouse Coordinator

IPR #3
cc:FHWA

Biologist

INTERGOVERNMENTAL RELATIONS
MAR 18 1985

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Douglas County

(Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850304-026-2 Return Date: ________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

If the project would require the removal, fill, or alteration of 50 cubic yards or more of material within the banks of the waterway(s) or wetland area(s), we urge the applicant to apply for state removal or fill permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ________

IPR #2 Phone Number 8-3805

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-14(26)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40036

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig
4/1

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE
3/26/85

8. FEDERAL ROUTE NUMBER
Primary 14

9. STATE ROUTE NUMBER
Primary 35

10. GENERAL LOCATION:

Porter Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/21/85 you are authorized to proceed with the acquisition of file numbers 54295, 54296 and 54299 as shown on R/W map 10C-53-2 at a TEC of $15,000; Federal Funds $12,000.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

14. DATE
3/28/85

15. SIGNATURE OF APPROVING OFFICIAL
John D Wichman

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

SP.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 21, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. BRF-14(26)
Item No. 40036
Porter Creek Bridge Section
Right-of-Way
Douglas County

Enclosed is data consisting of PR-1 forms and a print of Right-of-Way Map 10C-53-2.

I request the following:

> Authorization to proceed with the actual acquisition of all phases of right-of-way at an estimated total cost of $25,000.00 with an obligation of $20,000.00 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

RDS:pf
Attachments

cc: J. B. Boyd
Don Aman
— General Files

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: January 23, 1985

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Parker Creek Bridge Section
Coos Bay-Roseburg Highway
Douglas County
Project #BRF-14(18)

We have received five files on the above HBR project that is scheduled for a 23 May '85 letting. The acquisition of this right-of-way is estimated at $25,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54295 through 54299 as shown on map 10C-53-2.

DA:jh
attach.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-21-85

PROJECT LOCATION (45 typewriter spaces) SR 42, 6 mi. W. of Brockway	ADT	PRESENT 3,850	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE	ITEM NO.

POSED WORK (35 typewriter f Way Acquisition	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): BRF- NUMBER: 14 SEQ. NO.: (26)	I. Projects Only POST MI. / DESIG.

FUNDS
Replacement-Primary

COUNTY NAME: Douglas — CODE: 019

ROUTE NO. P — FEDERAL-AID: 14 — STATE: 35 — U.S.: - - -

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Porter Creek Bridge Section"	0.10	25,000	20,000	5,000	- - - -	ROW-90' normal; Access Control-none; Parking Restrictions-none.
CONST (CODE)								
		PROJECT TOTALS	0.10	25,000	20,000	5,000	- - - -	

D BY: RDS:pf

APPROVAL DATES: 10-20-83

REMARKS

Additional Data: Item No. 40036;
Project No. BRF-14(18)

-OVER-

USCOMM-DC 48803-P61

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 3-21-85

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 42, 6 mi. W. of Brockway	ADT	PRESENT 3,850	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRF-	NUMBER 14	SEQ. (26

CARD 1	CLASS OF FEDERAL FUNDS Bridge Replacement-Primary	COUNTY NAME Douglas				CODE 019
	NAME OF URBAN AREA 17-21 Rural	ROUTE NO. P	FEDERAL-AID 14	STATE 35	U.S. - - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW		"Porter Creek Bridge Section"	0.10	25,000	20,000	5,000	- - - -	ROW-9 Acces Parki no
5					CONST (CODE)								

CARD 1	CODE 1	PREPARED BY RDS:pf	PROJECT TOTALS	0.10	25,000	20,000	5,000	- - - -
1	14	PROGRAM APPROVAL DATES 10-20-83			(18) (23)	(24) (28)	REMARKS	

Additional Data: Item No. 40036;
Project No. BRF-14(18)

Key No. 01400

USCOMM

PORTER CREEK BRIDGE SECTION
PROJECT NO. BRF-24(26)

PROJECT DATA: The work consists of all phases of right of way acquisition for the future construction of a concrete structure to replace a deteriorating wooden bridge to accommodate the existing two-lane facility.

23 CFR-771 REQUIREMENTS: FHWA concurrence in Class II, Categorical Exclusion was received on February 15, 1985.

FHPM 7-7-5 REQUIREMENTS:

a) Public Hearings --- N/A (Class II, Categorical Exclusion).
b) Location/Design --- Approval granted by FHWA on 10/20/83.

NOTE: 1) This project is in Congressional District No. 4.
2) Included in FY '85 AP in 6 YR HIP on page 28, item no. 242.
3) State Clearinghouse PNRS OR No. 850304-026-2.
4) Relocation Assistance - None Required.

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(18)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40036

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/6/85	Primary 14	Primary 35

10. GENERAL LOCATION:
Porter Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/28/85 I approve the revised Preliminary Engineering costs to a TEC of $55,300; Federal Funds $44,240.

(Increase TEC $21,500; Federal Funds $17,200)

RECEIVED
STATE HWY ENGR
MAR 11 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/8/85	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

CON 17-1
[illegible]
Ga.

HIGHWAY DIVISION DES

Sandy McIntyre
Office of the Governor

March 1, 1985

H. S. Coulter
State Highway Engineer

Mr. and Mrs. J. G. Dickover

James Gix, our Region Engineer in Roseburg, met with the Dickovers in their home on February 25 (four days after they mailed their letter) and subsequently summarized that discussion in a letter dated February 26 (copy attached).

Mr. Gix told me the discussion was friendly and he anticipates an amicable solution to this situation. We were remiss in not contacting these people sooner to allay any concerns that might be developing by seeing "men in red vests surveying their property." I believe this was more a case of busy schedules rather than bureaucratic insensitivity however.

Attachment

cc: Fred Miller
James Gix

March 1, 1985 DES

Mr. and Mrs. J. G. Dickover
8225 Highway 42
Tenmile, OR 97481

Dear Mr. and Mrs. Dickover:

I have been away from my office for a few days and, upon my return, I read Jim Gix's response to your February 21 letter which outlined your concerns on the Porter Creek Bridge Project.

Mr. Gix assures me he will stay in contact with you to keep you informed of our activities and the possible impact on your property and that of your neighbors.

I apologize for the lack of consideration you have received from the Highway Division in this instance. Any perceived threat to a person's home can be a frightening experience, particularly when it is unexpected.

Thank you for reminding us that we should never be casual or callous concerning peoples' rights. I promise we'll do better!

Sincerely,

H. S. Coulter
State Highway Engineer

cc: Sandy McIntyre
The Honorable Bill Markham
The Honorable John Kitzhaber
Jim Gix

bc: Fred Miller
E. S. Hunter
W. E. Schwartz

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

February 26, 1985

Mr. and Mrs. J. G. Dickover
8225 Highway 42
Tenmile, OR 97481

In Reply Refer to
File No.

Dear Mr. and Mrs. Dickover:

This letter will confirm the discussions we had in your home on February 25, 1985 regarding the Porter Creek Bridge project.

We explained to you and your neighbors, the Volkmans and the Schattenkerks, that our intention is to build a replacement 2-lane bridge across Porter Creek. We received word from our Road Design Section last week that we will be able to accommodate the temporary detour on the south side of the highway thus reducing temporary impact to your property and the Volkmans.

The only possible conflict at this time for the detour on the south side would be a portion of a haystack which is currently stored on property being managed by the Schattenkerks.

I have been in contact with our Design Section and as soon as we have a revised right-of-way map, we will be in touch again to show the final impact of our right-of-way needed for the reconstruction.

I appreciate your concern for your trees and the privacy of your neighbors. It was a pleasure to meet with you and your neighbors to discusss this project.

Cordially,

JAMES J. GIX, P.E.
Region Engineer

jjg/cw

cc Fred Miller
H. S. Coulter
Rep. Bill Markham
Sen. John Kitzhaber
Mr. and Mrs. David Volkman
Mr. and Mrs. William Schattenkerk

RECEIVED
STATE HWY ENGR
MAR 1 '85
REFER TO

FOR

Info	Invest	R/B	D/R	Sign	Act	File

Form 734-1829

Sal

Dear Denny!

Is there any thing that you or any body around you can do to make some one in the Hi-Way Dept, with authority, get out of their swivel chair and come and see for themselves what we are talking about. We have been fighting this for nearly two years and all we get is ignored or the old run around. Apparently the project will be put up for bid about May 1st and the contract will be let July 25, 1985. Our regional Hi-way office will neither confirm nor deny this but I personally have seen these dates in letters to the utilities.

We are not being treated fairly. Can you help us? I sure wish you could personally view this site.

Sincerely
Grandpa + Bette Dickover
8225 Hi-Way 42
Tenmile Ore, 9748
679-8913

RECEIVED
TATE HWY ENGR
FEB 22 '85
REFER TO
Hunter
FOR
☒

E. S. HUNTER
2-27-85
2/D A.S.A.P.
also make contact
with the dickovers.
ESH

February 21, 1985

H. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem OR 97310

RE: Porter Creek Bridge Por ouglas
County, Oregon.

Sharon
Send by,
E Mail.
ESH

Dear Sir:

As adversely affected proper press
to you our feelings regardin ject
on Highway 42. We have made s this
on a local level but for som ave been
unsuccessful.

As your plans stand now, we provide
for a four lane bridge by co ront of
our property and destroying ou have
classed as "Christmas Trees" on one of your drawings and as a "Tree Farm" on the drawing that the Roseburg Regional office gave to us January 29, 1985. For your information, we planted those trees in the fall of 1977 for a sound barrier and for privacy. We have fertilized, watered, sprayed, and cultivated them to get them to where they are now - many of them 25' tall and 5" at the butt. At our age, (late 60's) we probably will not live long enough to see replacement seedlings fill the practical and asthetic void that would be left by your destruction of the frontage of our property.

Last summer I personally, and on three separate occasions, literally coereced three of your engineers into looking beyond the jog in my driveway to see for themselves that there were actually "people" living on this 2 1/4 acres and that those 25' tall trees were not "cull" (your own engineers' words) Christmas Trees. A local landscaper has estimated that the replacement cost of the 70 to 85 trees will average about $85.00 to $90.00 per tree.

Across Porter Creek to the east is the residence of Mr. & Mrs. David Volkman and children. By putting the expanded right of way or even a temporary by-pass on the north side of Highway 42, you will make their home practically uninhabitable, as all the westbound traffic will be going through their already small front yard as well as taking out at least one tree and that beautiful tall hedge that acts as a sound and visual barrier.

If you persist in utilizing the private properties on the north side of Highway 42, there will be four or five telephone poles plus lead line, the underground telephone cable and two power poles to relocate.

We feel that the detour or right-of-way expansion should be to the south side of Highway 42 for the following reasons:

RECEIVED
STATE HWY ENGR
FEB 22 '85
REFER TO Hunter
FOR

2-27-85
R/D A.S.A.P.
also make contact with the Dickmans.
ESH

February 21, 1985

H. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem OR 97310

RE: Porter Creek Bridge Porject - Highway 42, Tennile, Douglas County, Oregon.

Dear Sir:

As adversely affected property owners, we would likt to express to you our feelings regarding the Porter Creek Bridge Project on Highway 42. We have made considerable effort to discuss this on a local level but for some reason, unknown to us, we have been unsuccessful.

As your plans stand now, we understand that you intend to provide for a four lane bridge by condemning forty feet off the front of our property and destroying between 70 and 85 trees that you have classed as "Christmas Trees" on one of your drawings and as a "Tree Farm" on the drawing that the Roseburg Regional office gave to us January 29, 1985. For your information, we planted those trees in the fall of 1977 for a sound barrier and for privacy. We have fertilized, watered, sprayed, and cultivated them to get them to where they are now - many of them 25' tall and 5" at the butt. At our age, (late 60's) we probably will not live long enough to see replacement seedlings fill the practical and asthetic void that would be left by your destruction of the frontage of our property.

Last summer I personally, and on three separate occasions, literally coereced three of your engineers into looking beyond the jog in my driveway to see for themselves that there were actually "people" living on this 2 1/4 acres and that those 25' tall trees were not "cull" (your own engineers' words) Christmas Trees. A local landscaper has estimated that the replacement cost of the 70 to 85 trees will average about $85.00 to $90.00 per tree.

Across Porter Creek to the east is the residence of Mr. & Mrs. David Volkman and children. By putting the expanded right of way or even a temporary by-pass on the north side of Highway 42, you will make their home practically uninhabitable, as all the westbound traffic will be going through their already small front yard as well as taking out at least one tree and that beautiful tall hedge that acts as a sound and visual barrier.

If you persist in utilizing the private properties on the north side of Highway 42, there will be four or five telephone poles plus lead line, the underground telephone cable and two power poles to relocate.

We feel that the detour or right-of-way expansion should be to the south side of Highway 42 for the following reasons:

1. By locating to the south side the safety of the whole project would be enhanced, because it would tend to straighten the curve that the bridge is located on, rather than making the curve sharper and more dangerous if located to the north. (See enclosed snapshot)

2. It should be more economical because a new bridge could be located permanently on the south side while traffic could continue using the existing bridge during the construction period - no building of a detour - no destruction of residential property. The acquisition of property on the south side involves no buildings and for the most part only rough sheep pasture. If and when a four lane bridge is needed, the new two lanes could be located right where the existing bridge now stands.

3. By locating to the south side, two high tension poles would have to be moved as compared to four telephone poles, plus lead line, underground cable and two power poles on the north side.

4. Property damage on the south side would be practically nil. The property owners on the south side, Rathkey and Schattenkirk, are strongly in favor of what we are proposing in this letter because their loss is trivial compared to what Volkmans and Dickovers stand to lose. On the north side, we would expect you to replace every tree that is removed, destroyed, or damaged, with a tree of comparable size and value. We are sure that Volkmans would be entitled to more than the replacement of their hedge because of the great depreciation of their home. We do not know what value litigation would put on the asthetics and emotional trauma of the situation.

On Monday, January 28, 1985, we found a crew from the telephone company doing some exploring on the site. The engineer showed David Volkman and myself the drawing of the proposed project and explained to us that what had been the extreme periphery, dotted, line which had been explained to us as the limit of the temporary detour, was now or would be, a permanent right of way boundary. The telephone company engineer, Ms. Pitts, was surprised that none of us knew anything about the possible condemnation.

On Tuesday, January 29, 1985, we went into Roseburg to the Cobb Street office of the State Highway Division and asked for a copy of the drawing that the telephone company had shown us the day before. They apparently had no knowledge of such a drawing but they did provide us with what we were led to believe was the current plan but was actually last year's plan and in conflict with the drawing that the telephone company was basing their work order on. They also expressed surprise to the point of disbelief that we had not been contacted on any of this project. On that same day we called Ms. Pitts and asked for a copy of her drawing. After a consultation with her boss, she said that they were not allowed to give me a copy. She suggested that we call Mr. Christopherson in Roseburg, which we did. He told us that the drawing that we had seen in the posession of the telephone personnel was the current drawing and NO we could not have a copy because it was not in the public "something or other" that was over our heads. He also expressed surprise, again almost to the point of disbelief, that we had not been contacted by any one from the State Highway Department.

On January 31, 1985, Mrs. Volkman talked to Jim Gix, Roseburg Regional Engineer, and he recommended that we write a letter to him, stating our positions on this project.

On February 1, 1985, Mrs. Volkman mailed our letter covering the same things that we are trying to convey to you, to the office of Mr. Gix. As of today, February 21, 1985, none of us has heard anything from anybody. All of the signatures on the letter have telephones and postal addresses and it is only 16 miles from those cozy offices in Roseburg to the site of the bridge project.

Will you please answer the following questions for us?

1. Why do all of your engineers express such disbelief when we tell them that we have not been contacted on any of this?

2. Why did the Project Engineer in the Cobb Street office and Mr. Christopherson give us two entirely different answers from two different "current" drawings on such an important (to us) matter?

3. Why are we refused a copy of the current drawing of the project on the grounds that it is not "public something or other" when the law plainly states that if such material is available to anybody below the supervisory level, it is in the public domain and should be made available.

4. Will you provide us with a copy of the drawing that the telephone company has and any other pertinent drawings as they become current?

5. What are your reasons for not using the south side of Highway 42 for this project?

6. Are we, as tax payers and adversley affected residents entitled to any current and pertinent information and/or input or must we continue to get nothing but the "run-a-round" and misinformation from your department?

7. Can you tell us when the bids will be opened on the bridge project and when the contract to do the work will be let out? We have lived here long enough to see four bad vehicle accidents, three of them one-vehicle wrecks and one a chip truck and car wreck on the curve approaching the bridge. In the same length of time there have been no wrecks, to our knowledge on the straight-a-ways approaching the curve and the bridge. We can understand the engineers tendency to ignore the opinions, experience and feelings of the lay people who seek input. Nobody in all of Tenmile Valley can believe that you are not taking advantage of an opportunity to correct this existing hazardous bridge on a curve situation.

In conclusion, we feel that the Public Relations on this project between the State Highway Division and the people concerned has been very poor. The first we know of anything going on is when we look out of our bedroom window and see men in red vests surveying and measuring on our land and the neighbors across the creek. We are getting along in years and this is frightening - wondering if they are going to take some of our land. We ask them questions and they tell us there is going to be a new bridge put in across Porter Creek and that the "High Speed" detour will be on our side of the highway taking some of our trees and land.

In the two years this surveying and measuring has been boing on, no one has come to our door or written or called us to explain what the State is proposing to do. As a matter of courtesy and better public relations with the tax paying and voting public, we starongly feel this is something the State Highway Department needs to do - make an effort to have personal contact with the affected people.

We look forward to hearing from you with a minimum of delay. Thank your time in considering this very important matter.

SINCERELY,

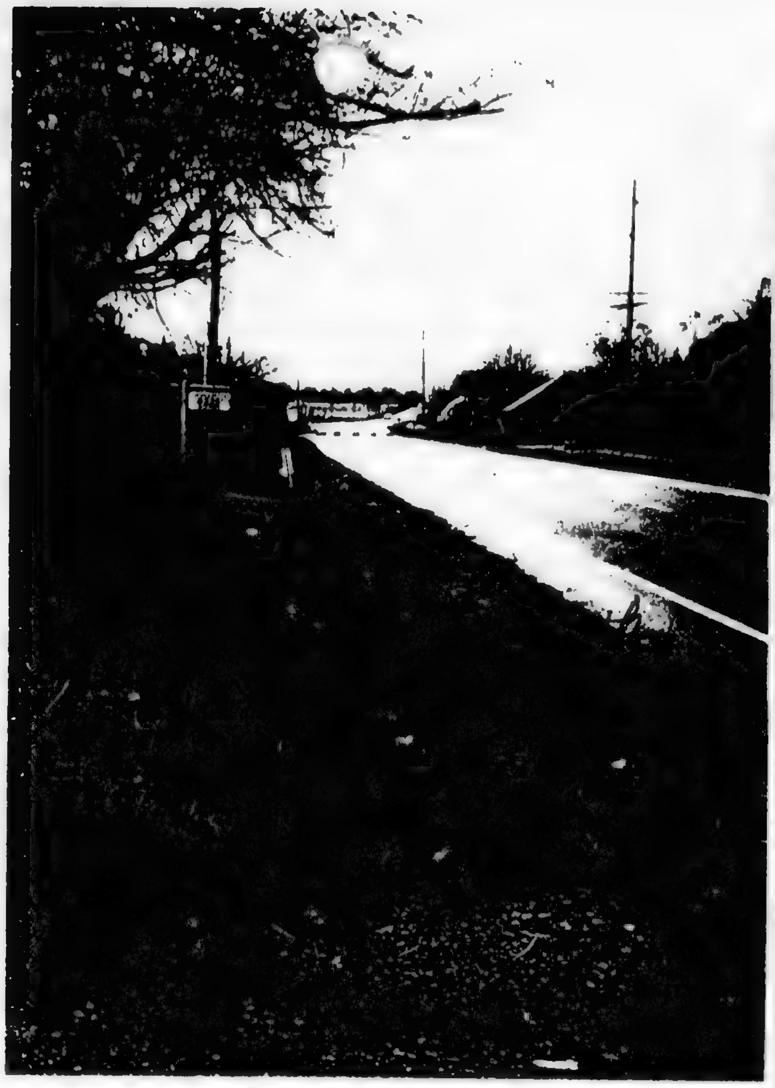
Mr & Mrs J G Dickover

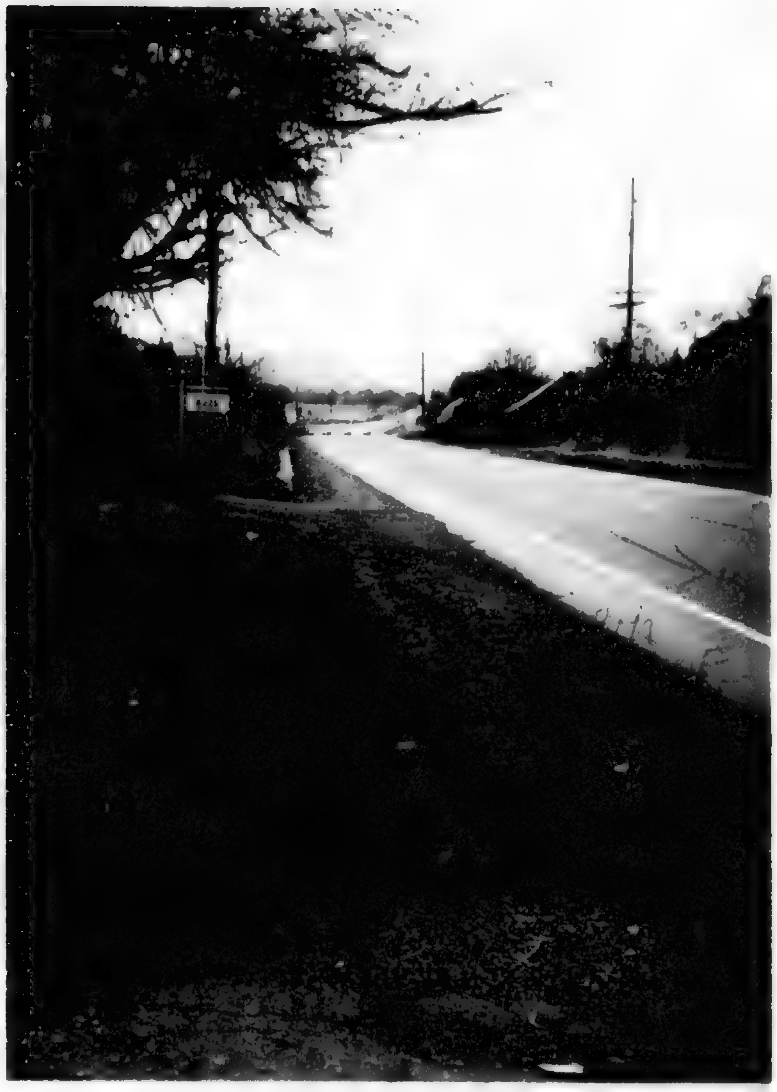
Mr. & Mrs. J.G. Dickover
8225 Highway 42
Tenmile OR 97481

679-8913

cc/ Bill Markham
John Kitzhaber
James Gix

Governor Vic Atiyeh





Mr. & Mrs. J. G. Dickover
8225 Highway 42
Tenmile, OR 97481

DOTTED LINE AT HEIGHT OF CURVE
is PORTER CREEK BRIDGE on Hwy 42
1 mi E of TENMILE
WHAT looks LIKE A Building on
the South side of the Road near
the Bridge is a covered stack of
Hay

[illegible]
[illegible]

10,159

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: February 27, 1985

To: Executive Department
Federal-Aid Coordination Unit

Umpqua Regional Council of
Governments
Room 310, Courthouse
Roseburg, OR 97470

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 6
Section: Porter Creek Bridge
Highway: Coos Bay-Roseburg, SR 42
County: Douglas

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be April 15, 1985.

DDB:me
Attachments
bc: D.E. Wilken, FHWA
R.N. Bothman
P.R. Singer
J.B. Boyd (2)
D.O. Christensen (3)
Cam Gilmour
W.J. Hart
Reg. 3 Engr.: Jim Gix
Dis. 5 Maint. Supr.: M.G. Havit
Aeronautics Division
David Powers, Parks
Don Baker

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP 97310	
04	12] CONTACT PERSON [45 Gary Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Porter Creek Bridge			
11	12] PROJECT LOCATION—CITY Coos Bay - Roseburg Hwy. SR 42	PROJECT LOCATION—COUNTY Douglas	PROJECT LOCATION [79 SEC: 29 T: 28S R: 7W	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace deteriorating wooden bridge with modern concrete structure

06 12] (see attached Part 3 of Project Prospectus and location map). [71

07 12] [71

08 12] [71

U? 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	374,400		93,600	- - -		468,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Feb. 27, 1985

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 April	43] DAY [44 15	45] YEAR [46 1985

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Feb. 27, 1985*

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, categorical exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St., N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01400

SECTION
Porter Creek Bridge #0809

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 0.7 acre. The property to be acquired is undeveloped. No relocation will be necessary.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None; consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will replace a deficient bridge with a modern structure. The proposal is to use a detour on the north side of the highway (upstream). Operating speeds will be reduced somewhat during the construction of the new bridge.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The fish runs will need to be protected. The instream work would be limited from June 15 to September 15, or from May 15, if stream conditions are right. The old bridge will be removed from the river as required.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The new work will need to be done in a manner so as not to put materials in the river that are not necessary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

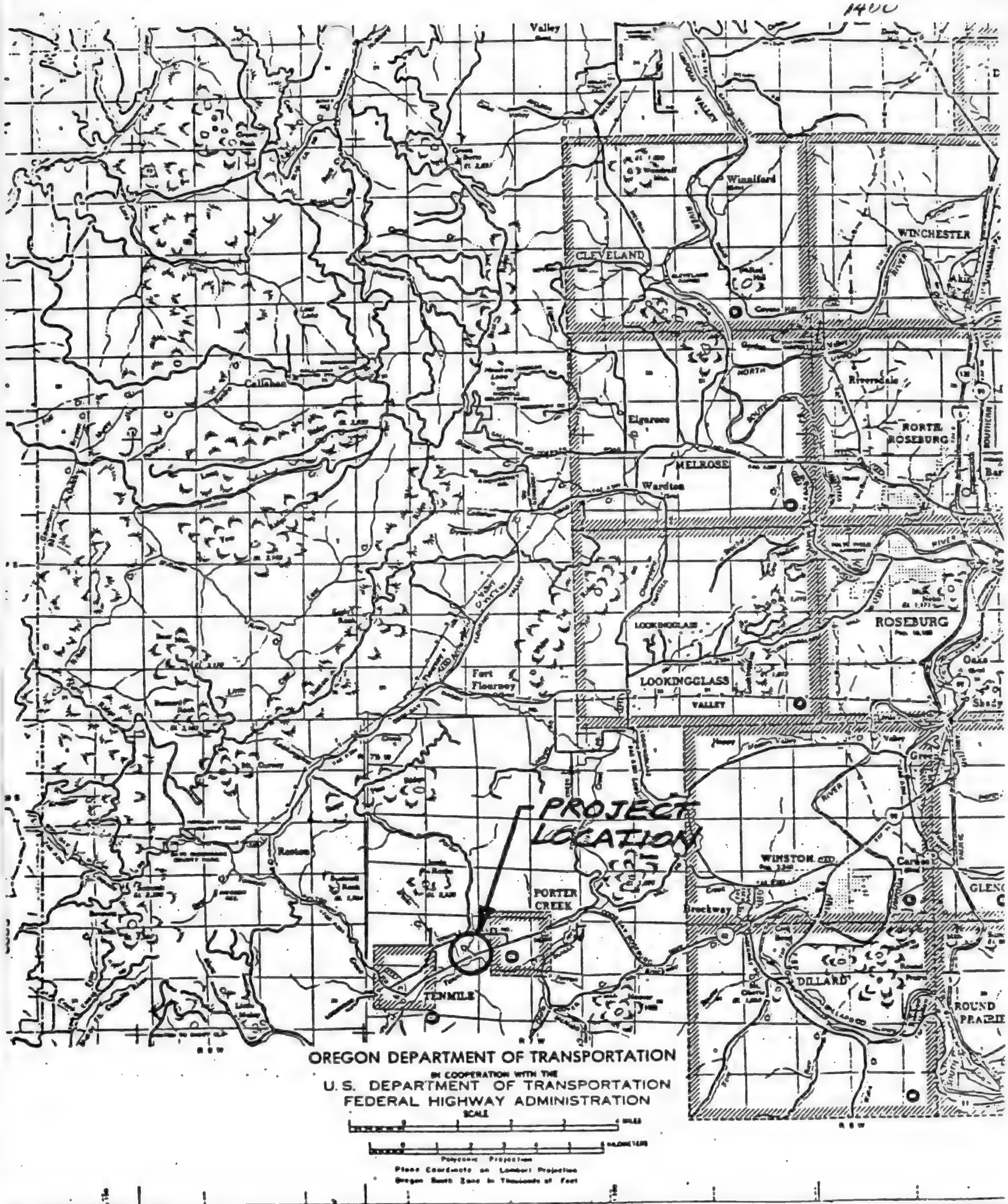
The project will require some right-of-way. Impacts will be during construction only, and will not be significant.

OTHER DOCUMENTATION

The following permits and documents may be required:
Conditional Use, State Lands, Cultural Resource, Noise Study, and Corps of Engineers.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Duane Kirby	440-3399	

1400


PROJECT LOCATION
Valley
Winniford
CLEVELAND
WINCHESTER
Riverdale
NORTH ROSEBURG
Callahan
Elgarose
MELROSE
Wardton
LOOKINGGLASS
ROSEBURG
Fort Flournoy
LOOKINGGLASS VALLEY
Reston
PORTER CREEK
TENMILE
WINSTON
Brockway
DILLARD
ROUND PRAIRIE
R 8 W
R 7 W
R 6 W

OREGON DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SCALE

Polyconic Projection

Plane Coordinates on Lambert Projection

Oregon South Zone in Thousands of Feet

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01400

SECTION Porter Creek Bridge #0809

HIGHWAY Coos Bay-Roseburg #35

COUNTY Douglas

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 4

PREFIX 10-1928

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 21,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		400
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		
904 CONSULTANT			920 PROGRAM MANAGEMENT		100	936 REGION TRAFFIC		500
905 FINAL DESIGN		6,000	921 SPECIFICATIONS		2,500	937 HYDRAULICS		2,600
906 BRIDGE DESIGN		9,000	922 ADMIN. SERVICES		100	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		4,500	924 D.O.T.			950 TRAINING		1,100
910 REGION GEOLOGIST		1,000	925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	926 FOUNDATION		3,500	960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		600	929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON		600	932 RAILROAD & UTILITIES		100			

TOTALS	$	$55,300
PREVIOUS AUTHORIZATION		$33,800
ADD. AUTH. REQUIRED		$21,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-14(18)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of new Porter Creek Bridge No. 0809.

RECEIVED
MAR 5 1985
ROAD DESIGN SECTION
1 FDE
4 PDE
" LE
" SE
4 IPC
2 PDE
LFE
GTE
RPC
CA
B/U
3 Edwards

PREPARED BY Duane Kirby	DATE 1-25-85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, ~~PROJECT MANAGER~~ Const. Engineer X	DATE 1/28/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-26-85
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10/20/83, 1/17/84, 4/9/84 & 3/6/85	

734-1914 (4-84)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST [redacted]

SEE INSTRUCTIONS ON REVERSE

KEY ID #	01400
REGION	3

SECTION	Porter Creek Bridge #0809				
STATE HIGHWAY #	35	HIGHWAY NAME	Coos Bay-Roseburg	MILE POST	FROM 65.6 TO 65.7
LENGTH	0.1				
☐ URBAN ☒ RURAL		CITY		COUNTY	Douglas
ROAD/STREET NAME					
ROUTE #	42	FEDERAL AID #	FAP 14	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ ~~42~~ 55.3	GRADING (✓)	X	FILES (#)	6
RIGHT OF WAY		$ 15	PAVING (✓)	X	ACRES (#)	.7
ROADWAY	$ 152		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 129		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
Remove existing bridge	$ 13		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$117		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 411	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 468				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	4150	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Narrow wooden structure has temporary shoring, load rating, and a high maintenance cost.

PROPOSED SOLUTION

Remove existing bridge and replace with 60-foot single-span, precast, prestressed, concrete slab structure.

REQUESTED, REGION ENGINEER X W. J. Lerum	DATE 1/28/85			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Con[redacted]

SEE INSTRUCTIONS ON REVERSE

KEY ID #	01400
REGION	3

SECTION
Porter Creek Bridge II 0809

PROJECT JUSTIFICATION

Present structure is narrow, load rated, in need of maintenance, and has a sufficiency rating of 7.0. Cost to rehabilitate would greatly exceed the match money to replace on bridge replacement program.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJEC. PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

[redacted]

SEE INSTRUCTIONS ON REVERSE

SECTION Porter Creek Bridge #0809	KEY ID # 01400
	REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N				AIRPORT CLEARANCE	N	WETLANDS			N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S				CONDITIONAL USE	N	SENSITIVE LAND			N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N				FLOOD PLAIN	N	CULTURAL RESOURCE			N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S				CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE			N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S				COAST GUARD	N	DEQ NON-POINT SOURCE WATER			N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S				STATE LANDS	S	SECTION 106			N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N				GEOLOGY AND MINERALS	N	NOISE STUDY			N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N				BUILDING	N	SECTION 4(F)			N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨					SIGNALS	N	OLD (#)	0	NEW (#)	0

PERMITS AND DOCUMENTS: see right-hand columns above.

UTILITIES	E	(LIST BELOW)

COMPANIES
Power
Telephone

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
5	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	Y

DESIGN SPEED 55
DESIGN STANDARDS AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					3			11	0	11			3				
					8'-6"			12	×	12			8'-6"				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "C" AC	4"	2"			
Aggregate Base	20"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	60	44	129,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Bob Pool
Location Engineer
Date 3-24-85

734-1912 (7-82)

PROJECT PROSPECTUS [redacted]

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01400

REGION 3

SECTION
Porter Creek Bridge #0809

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 0.7 acres. The property to be acquired is undeveloped. No relocation will be necessary.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None; consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will replace a deficient bridge with a modern structure. Proposal is to use a detour on north side of the highway (upstream). The speed will be reduced some during the construction of the new bridge.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The fish runs may have to be protected. The instream work should be limited to June 15 to September 15, or May 15 if stream conditions were right. The old bridge will have to be removed from the river as required.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The new work will need to be done in a manner so as not to put materials in the river that are not necessary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will require some right-of-way. Impacts will be during construction only.

OTHER DOCUMENTATION

The following permits and documents may be required: Conditional Use, State Lands, Culture Resource, and Noise Study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Duane Kirby	440-3399	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

February 12, 1985

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Porter Creek Bridge #0809
Coos Bay-Roseburg Highway
Douglas County
BRF-14(18)

Dear Mr. Wilken:

Attached is a revised project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested. (originally under 2-25-80 - Statewide at PE approval 10-20-83)

Very truly yours,

for
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
February 20, 1985

CONCUR

2/15/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

CMG:gu

Attachments (4)

cc: J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Jim Gix
Duane Kirby
Jim Bilderback
Marty Havig
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01400

SECTION

Porter Creek Bridge #0809

REGION

3

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 0.7 acre. The property to be acquired is undeveloped. No relocation will be necessary.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None; consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will replace a deficient bridge with a modern structure. The proposal is to use a detour on the north side of the highway (upstream). Operating speeds will be reduced somewhat during the construction of the new bridge.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The fish runs will need to be protected. The instream work would be limited from June 15 to September 15, or from May 15, if stream conditions are right. The old bridge will be removed from the river as required.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The new work will need to be done in a manner so as not to put materials in the river that are not necessary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will require some right-of-way. Impacts will be during construction only, and will not be significant.

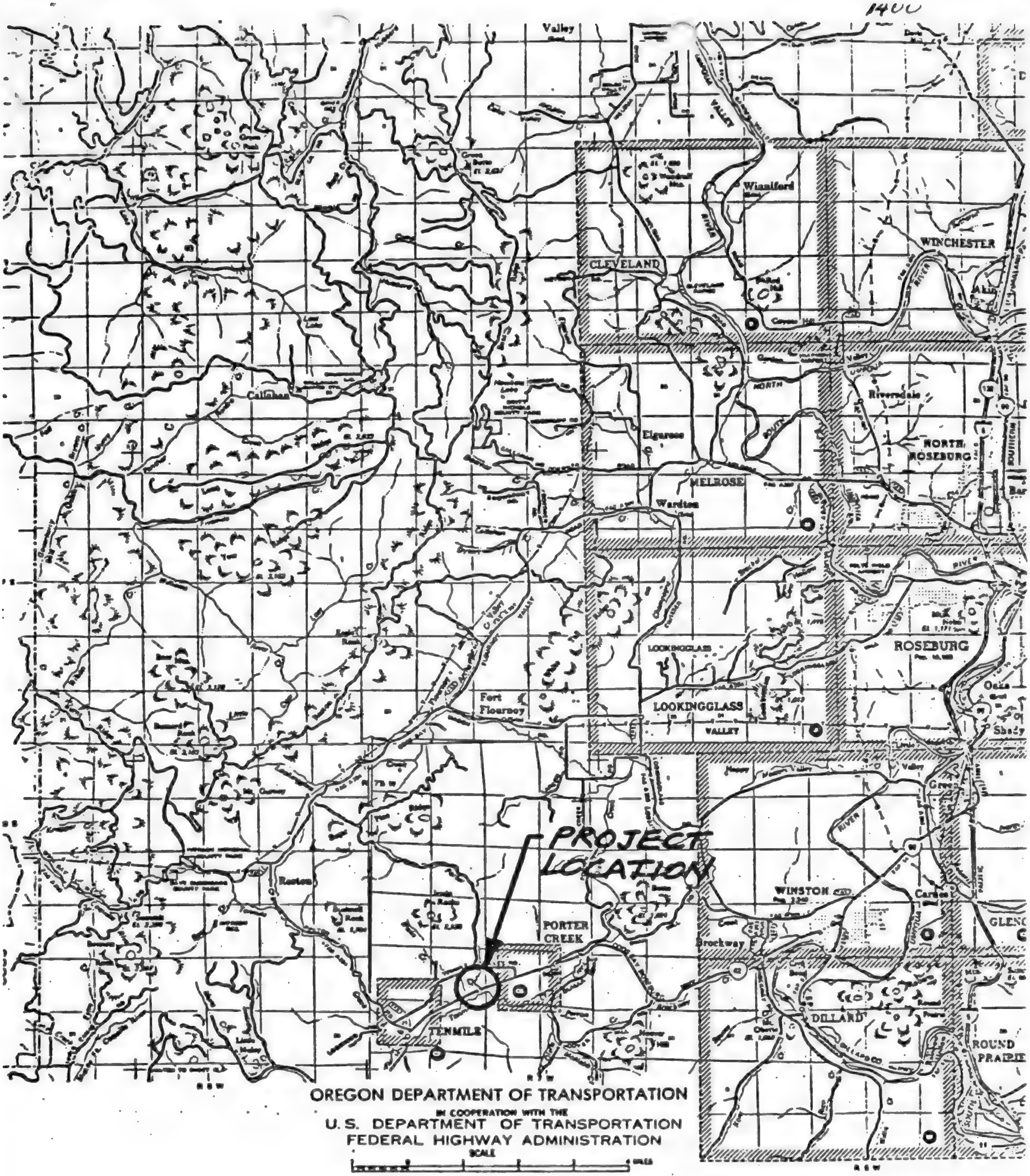
OTHER DOCUMENTATION

The following permits and documents may be required:
Conditional Use, State Lands, Cultural Resource, Noise Study, and Corps of Engineers.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Duane Kirby	440-3399	FEB 15 1985

734-1913 (7-82)

1400


PROJECT LOCATION
Valley
Winniford
CLEVELAND
WINCHESTER
Callahan
Riverdale
NORTH ROSEBURG
Elgarose
MELROSE
Wardton
LOOKINGGLASS
LOOKINGGLASS VALLEY
ROSEBURG
Fort Flournoy
Oaks
Shady
Reston
PORTER CREEK
WINSTON
Carnes
GLENC
Brockway
DILLARD
TENMILE
ROUND PRAIRIE

OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SCALE

Polyconic Projection
Plane Coordinates on Lambert Projection
Oregon South Zone in Thousands of Feet

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 28 1985
ROAD DESIGN
SECTION

RDE
Cy FDE
6 LE
Cy SE
L FPC
PDE
LFE
GTE

BPC
FDS
CAD
In Reply Refer to
File No.:
Copy All
Return To
B/U / /

DATE: January 18, 1985

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Bob Pool
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Porter Creek Bridge
Highway: Coos Bay-Roseburg
County: Douglas

This letter, with the attached plan sheets, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

This project falls within the guidelines of our State-wide assessment as a Class II, Categorical Exclusion.

The proposed project is for the removal of an obsolete bridge, construction of a new bridge and some channel work. The new bridge will be a single span precast concrete slab structure. Wing walls will be constructed at each corner of the new bridge.

A section of the upstream channel will be realigned and reinforced with riprap. Erosion has been a problem and approximately 615 cubic yards of riprap will be used on the banks of the channel revision and around the ends and wing walls of the new bridge.

A detour will have to be built to route traffic around the work area during construction. A drainage structure having a 20 square foot end area will be needed to carry the creek through the detour. Clean granular material will be used in the waterway. When no longer needed, the detour will be removed.

All disturbed areas and new dirt slopes will be seeded and mulched.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 211 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc D. E. Wilken
D. O. Christensen
W. J. Hart
C. M. Gilmour
D. E. Keyes (enc.)

Form 734-3122

[illegible] 12-1
[illegible]
Co.

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

January 10, 1985

D. O. Christensen
Road Design Engineer

Files 54295 through 54299
Porter Creek Bridge Section
Coos Bay-Roseburg Highway
Douglas County

Attached are descriptions (5 files), an authorization and right of way prints covering right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
809A

November 9, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTE:
E. S. HUNTER

NOV 15 '84
REFER TO
FOR
Info | R/D | File

SUBJECT: Porter Creek Bridge
Coos Bay-Roseburg Highway
Douglas County
BR 809A

Enclosed are two reduced prints of Drawings 40114 and 40043 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation and hydraulic reports.

The structure width provides for two 12-foot lanes with two 8'-6"± shoulders for a total roadway width of ±41 feet. This is in accordance with the standards governing the project. The new roadway alignment is a slight improvement over the existing roadway. An earth-fill temporary detour with a culvert pipe just upstream from the proposed structure will handle the traffic during construction.

For this location, we propose a 60-foot single-span precast prestressed concrete slab structure with vertical abutments and wingwalls. A 78-foot spill through span utilizing concrete box beams on spread footings was also considered, but this alternate was too expensive. A culvert-type alternate was not considered due to large amounts of drift and debris in the creek.

Form 734-3122

The preliminary cost of this structure based on quantities, including engineering and contingencies, is $159,700.

We request your approval of our preliminary plans.

MJE:jrb

Enclosures

cc: ✓E. S. Hunter
Gary Potter
Final Design Engineer /w/ 1
J. J. Gix, Region 3 Engineer /w/ 2
Cam Gilmour /w/ 1

Con 10-1

15157

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(18) Porter Cr.

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 40036

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/9/84

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Porter Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Potter's letter of 4/3/84, I approve the revised Preliminary Engineering costs to a TEC of $33,800 Federal funds $27,040.

(Increase TEC $14,300 Federal funds $11,440)

RECEIVED
STATE HWY ENGR
APR 17 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/18

14. DATE 4/9/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

35

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Douglas County

SEE INSTRUCTIONS ON REVERSE

KEY ID# 1400

REGION 3

SECTION PORTER CREEK BRIDGE

SURVEY AUTHORITY	AUTHORIZATION NO. 3	PREFIX 10-1928	DATE 03-15-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 18,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		400
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		5,000	921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		100
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		2,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS $	$ 33,800
	PREVIOUS AUTHORIZATION	$ 19,500
FEDERAL AID PROJECT NUMBER BRF - 14 (18)	ADD. AUTH. REQUIRED	$ 14,300

LOCATION ENGINEER'S REMARKS

SEE ATTACHED LETTER

1 ✓
cy. Bud
KM cy
2 E
3 K
cy

RECEIVED
APR 26 19
ROAD DESIGN SECTION

PREPARED BY Kenneth Sordue	DATE 3-16-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE 4/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E [illegible]	DATE 4/2/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: J.X. Wilson
Regional Construction Engineer

DATE: March 15, 1984

FROM: Kenneth Fordice
M.G. Havig, Project Manager

SUBJECT: Additional Authority for Survey
Porter Creek Bridge
Coos Bay - Roseburg Highway
Douglas County
Prefix: 10-1928

Attached is a supplemental authority for subject survey. It was discovered part way through this survey that the original 1975 hydraulic study did not match evidence and eye witness accounts. A more thorough investigation led to some past debris problems of significant proportion plus the potential for additional drift. It was then decided to recommend a slab span structure instead of a culvert pipe. This work required a new detour design, change of quantities, a much more thorough hydraulic study and this added up to the overrun from the 2nd request.

ROSEBURG REGION
RECEIVED

MAR 20 1984

E-BRF-14(18)
CON 19.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8
10-1928

TO: FILES

DATE: March 6, 1984

Schell S

Natsuko Kibe

FROM: Natsuko Kibe
Hydraulic Specialist

SUBJECT: Porter Creek Bridge #0809
Coos Bay-Roseburg Highway, M.P. 65.66
Douglas County

The proposed project will replace a three-span, 57-foot long timber bridge. This report supersedes the recommendation included in the previous report dated August 5, 1970.

HYDROLOGY

Porter Creek is a tributary stream of Ten Mile Creek. The confluence is approximately 400 feet downstream of the project site. The drainage area for the site is approximately 5.5 square miles. Using the U.S. Geological Survey's regression analysis equations found in Magnitude and Frequency of Floods in Western Oregon, the following frequency vs. peak discharge relationship was obtained.

FREQUENCY	PEAK DISCHARGE
100-year	1,390 cfs
50-year	1,230 cfs
25-year	1,060 cfs
10-year	840 cfs
5-year	680 cfs

The highest water seen was in the 1950's when the upper part of the basin was being logged, according to Mr. Dickover, the adjacent landowner. The highwater was estimated to be approximately elevation 657.2 feet. Debris was a problem at the time because of logging. Mr. Dickover could recall several occasions when the bridge opening was almost completely plugged with debris. There has been no apparent debris problem at the site during the past 15 years.

HYDRAULIC DESIGN

The 50-year peak discharge was chosen as the design flood. By analyzing the stream from Ten Mile Creek up through the project site, it was found that during the design flood, the highwater elevation at the site is approximately 655.7 feet. The analysis also revealed that the highwater is backwater from Ten Mile Creek. The existing structure creates 0.2 feet of backwater at the above design flood condition.

Four structures were analyzed. The results are shown in Table 1. Spillthrough abutments were assumed for both bridges. The single-span bridge is the preferred bridge alternate because of past debris problems with the existing structure. The culverts were assumed to be laid on a 0.0146 feet/foot slope utilizing the existing drop in the streambed profile.

RIPRAP

Any fresh embankment slopes should be protected with 18 inches of Class 100 loose riprap. This protection should extend up to elevation 658.0. No filter blanket is necessary with this protection.

The easterly bank is eroding from the bridge to a point approximately 180 feet upstream from the bridge. It is suggested that this bank be shaped and protected with Class 100 loose riprap as shown on the attached vicinity map (Figure 2.). If this bank is not protected, the erosion will continue, and eventually the upstream channel will not be aligned with bridge opening.

NK/DWB:ge
Attachments

cc w/att Frank Terpin
Walt Hart
Jack Davis
Don Adams
Jim Gix
Herb Schell, FHWA

RECEIVED
MAR [illegible] 1984
DESIGN DIVISION

TABLE 1. HYDRAULIC DATA

	DESIGN FLOOD			100-YEAR FLOOD	
Structures	Highwater or Headwater Elevation (feet)	Area Under Highwater (Sq Ft)	Average Velocity (fps)	Highwater or Headwater Elevation (feet)	Average Velocity (fps)
Natural Condition	655.7	-	3.0	656.1	3.2
Existing Bridge: 57'long, 3-span	655.9	380	3.2	656.3	3.5
Single-Span Bridge *	655.9	320	3.8	656.3	4.2
3-Span Bridge *	656.0	280	4.4	656.4	4.7
25'x12'-6" Semi-Circular Arch on 2'-6" Wall (See Figure 1.)	656.4	---	4.9	656.7	5.4
26'-6"x15'-3" High Profile Arch	656.3	---	4.3	656.5	4.9

* A 60-foot bridge was used for the analysis.

Highwater or headwater elevations include the backwater created by the structure.

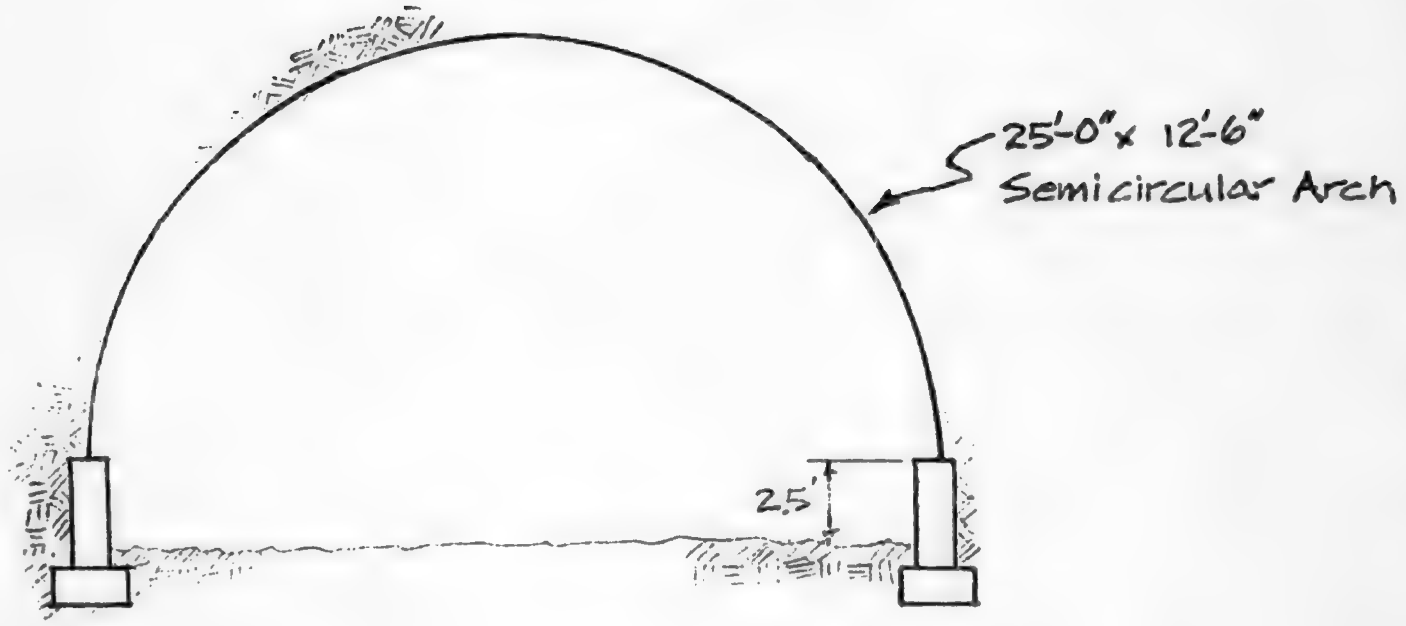
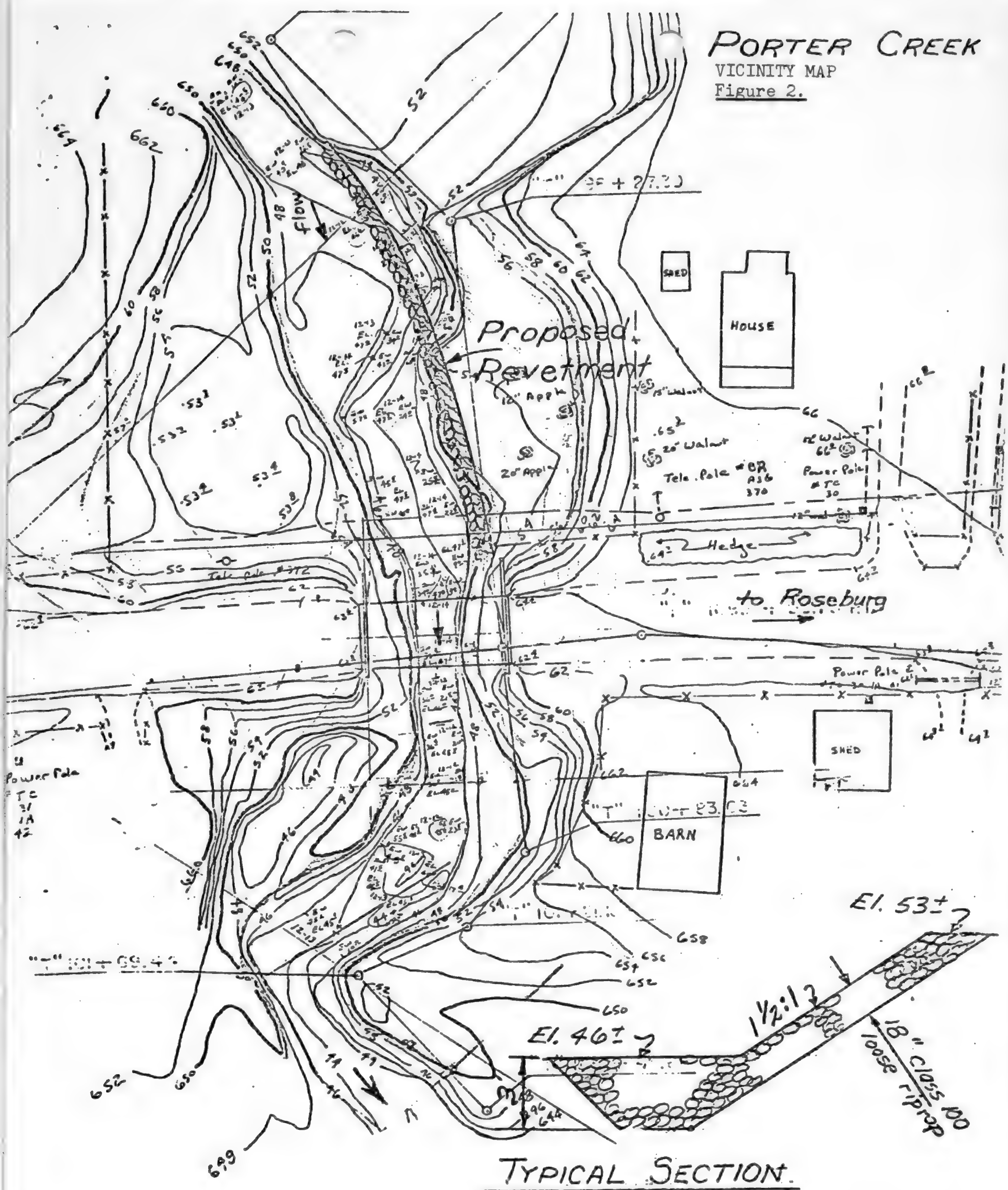

25'-0" x 12'-6"
Semicircular Arch
2.5'

Figure 1.

25'-0" x 12'-6" Semicircular Arch
on 2'-6" wall.
(No Scale)

PORTER CREEK
VICINITY MAP
Figure 2.


flow
Proposed Revetment
SHED
HOUSE
Hedge
Tele. Pole #BR A36 370
Tele. Pole #372
Power Pole #TC 30
20" Walnut
12" Walnut
20" Appl
12" Appl
to Roseburg
Power Pole TC 31 1A 42
Power Pole
SHED
BARN
"T" 35+27.30
"T" 30+83.03
"T" 30+69.42
El. 53±
El. 46±
1½:1
18" Class 100 loose riprap
TYPICAL SECTION
PLAN 1" = 50'.
652
650
648
660
662
664
658
656
654
649
66
52
54
56
58
60
62
48
46
44

Con 12 -
[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(18)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Douglas
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40036

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/17/84
8. FEDERAL ROUTE NUMBER Primary 14
9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Porter Creek Bridge

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 1/11/84 I approve the revised Preliminary Engineering costs to a TEC of $19,500 Federal Funds $15,600.

(Increase TEC $8,500 Federal Funds $6,800)

RECEIVED
STATE HWY ENGR
JAN 20 '84
REFER TO Potter
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig. to
1/20

14. DATE 1/17/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: PORTER CREEK BRIDGE Douglas Co

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 10-1928

DATE: 12/21/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 11,500	$11,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT	-0-	-0-	916 PHOTOGRAMMETRY			934 GEOLOGY		400
903 LOCAL GOVERNMENT	-0-	-0-	918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 19,500
PREVIOUS AUTHORIZATION		$ 11,000
ADD. AUTH. REQUIRED		$ 8,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRF - 14(18)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications to replace the Porter Creek Bridge with a large culvert by contract methods.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Stoudenmeyer
Terpin
3 Trent
Wakerlig

RECEIVED
FEB 2 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ____/____
Action

PREPARED BY	DATE 12/21/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/27/84
RECOMMENDED, REGION ENGINEER X	DATE 12-27-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-17-84	

734-1914 (7-82)

CON 17-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-14(18)

Porter Cr.

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11-10-83

4. PROGRAM NO.

5. ITEM NO. 40036

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-20-83	Primary 14	Primary 35

10 GENERAL LOCATION:
PORTER CREEK BRIDGE SECTION, BRIDGE #0809 str.

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $11,000; FF $8,800.

13. REMARKS

As requested by Mr. Swan's PEA dated October 13, 1981. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 1925

14. DATE 10-20-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Porter Creek Bridge #0809

35

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	10-1928	9-22-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		400
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$11,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRF - 14(18)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications to replace the Porter Creek Bridge with a large culvert by contract methods.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlie
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

On Prelim 6yr

PREPARED BY	DATE 9-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10-21-83
RECOMMENDED, REGION ENGINEER X J. Wilson	DATE 9-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E.S. Hunter	DATE 10-21-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-20-83	

734-1914 (7-82)

PRC 0001

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Porter Creek Bridge # 0809	KEY ID # 01400
	REGION 3

STATE HIGHWAY # 35	HIGHWAY NAME Coos Bay-Roseburg	MILE POST FROM 65.6 TO 65.7	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY	COUNTY Douglas	ROAD/STREET NAME
ROUTE # 42	FEDERAL AID # FAP 14	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ ~~8~~ 11	GRADING	(✓)	✓	FILES	(#)	~~5~~ 0
RIGHT OF WAY		$ ~~1~~	PAVING	(✓)	✓	ACRES	(#)	~~0.2~~ 0
ROADWAY	$ ~~10~~ 20		~~STRUCTURES~~ Culvert	(✓)	✓	RELOCATIONS	(#)	0
STRUCTURES	$ 60		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 10					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	~~S~~ N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	~~S~~ N/A
40% ENGINEERING & CONTINGENCIES	$ ~~32~~ 35		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ ~~111~~ 125	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE		☐ OTHER
TOTAL ESTIMATE		$ ~~120~~ 136				☐ CITY FORCE ☐ COUNTY FORCE		

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 /84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	3850	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Narrow wooden structure has temporary shoring, load rating and a high maintenance requirement.

PROPOSED SOLUTION

Remove structure and install a large culvert pipe per hydraulics report.

REQUESTED, REGION ENGINEER X	DATE 2-9-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Porter Creek Bridge	REGION 3

PROJECT JUSTIFICATION

Present structure is narrow, load rated, in need of maintenance and has a sufficiency rating of 7.0.

Cost to rehabilitate would greatly exceed the match money to replace on bridge replacement program.

Project has support of Dist. 6 and region staff.

Roseburg Lumber has noted this in their evaluation of needs on Highway 42. All Highway 42 projects have support of pressure groups, Coos and Douglas Counties.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Porter Creek Bridge #0809

REGION: 3

9-22-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0	NEW (#) 0

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES: E (LIST BELOW)

COMPANIES: UNKNOWN

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 55 MPH

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				3			11	0	11			3				
				8			12	0	12			8				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
1 CLASS 'B' AC	4"	2"			
AGGR BASE MAT.	17"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
Culvert BRIDGE 1	60	?	60,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82) R/W 6B-28-21 Camas Mtn.-Winston (Part 1) Sta. 1089+08 Sec. 29, T. 28S., R 7W

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Porter Creek Bridge #0809

REGION
3 9-22-83

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

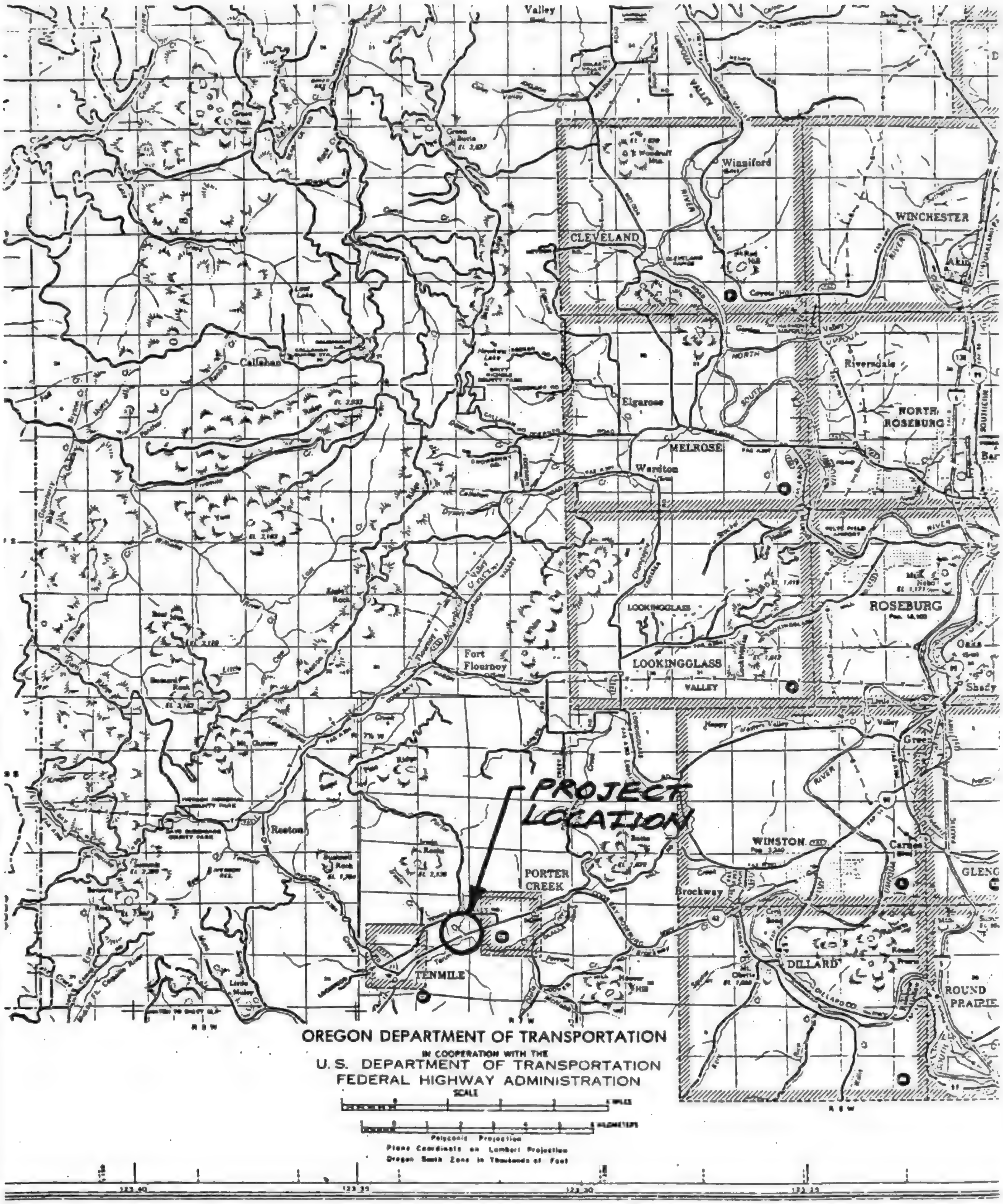
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) See back

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED x 9-23-83	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


PROJECT LOCATION
Valley
Winniford
WINCHESTER
CLEVELAND
Coyote Hill
Callahan
Elgarose
MELROSE
Wardton
NORTH ROSEBURG
Riversdale
LOOKINGGLASS
LOOKINGGLASS VALLEY
ROSEBURG
Fort Flournoy
Reston
PORTER CREEK
WINSTON
Brockway
DILLARD
TENMILE
ROUND PRAIRIE
GLENG
Shady
Green
Carnes
R 7 W
R 6 W
R 5 W
MILES
KILOMETERS
123 40
123 35
123 30
123 25

OREGON DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SCALE

Polyconic Projection

Plane Coordinate on Lambert Projection

Oregon South Zone in Thousands of Feet

1985 Eagle Creek-Salt Creek 10,160
Tunnel Sec. of Willamette Hwy.
(Overlay)

1c jc cc: OSHD (D. E. Forbes) J

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Lane	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
3/10/88	Richard R. Arnold, Area Engineer		F-29(16)
COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
2/6/87	6/25/87	100 %	S.C.D. 9/30/86

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EAGLE CREEK - SALT CREEK TUNNEL SECTION
WILLAMETTE HIGHWAY
Paving

The final estimated cost of this project is $2,136,686.13.

The original specified completion date was 9/30/86. With approved shutdowns and a 13 day time extension approved 12/31/86, all liquidated damages under this contract were eliminated. However, 5 days of the approved time extension was for nonparticipating work and therefore is also nonparticipating.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

A statement of overruns and underruns is attached to the Division Office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
MAR 16 '88
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

NOTED
V. E. SCHWARTZ
ay
3/21

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Richard R. Arnold	SIGNATURE John T. Price
TITLE Area Engineer — DATE 3/10/88	TITLE District Engineer — DATE 3/14/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

ic

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(16)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40268

2A. COUNTY NAME Lane

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 29, 1987

8. FEDERAL ROUTE NUMBER FAP 29

9. STATE ROUTE NUMBER 18

10. GENERAL LOCATION:
Eagle Creek - Salt Creek Tunnel

11. GENERAL DESCRIPTION OF WORK
Realign Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A~~N NEGOTIATED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/29/87 as requested in Mr. Fredrickson's letter of 10/15/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $750; Federal Funds $661.

Orig. sent
to Gilmour 11-5

RECEIVED
STATE HWY ENGR
NOV 5 '87
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 10/23/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 22, 1987

The Aetna Casualty & Surety Company
200 Market Bldg., Suite 1500
Portland, OR 97201

CON 5 - #10,160

On June 30, 1987, we wrote to you concerning release of final payment on Contract No. 10,160 awarded to Kiewit Pacific Co. for work on the Eagle Creek-Salt Creek Tunnel Section on the Willamette Highway in Lane County.

The total contract amount is $197,770.75. No work was performed under force account.

We are sorry for the delay in this information.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Kiewit Pacific Co.
215 "V" Street
Vancouver, WA 98668

The Aetna Casualty & Surety Co.
Bond Dept.
Aetna Plaza
2201 6th Avenue
Seattle, WA 98121

bc: C. O. Fredrickson
Walt Hart
Jim Gix

10,160

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10160

TO: Commission Services

DATE: June 25, 1987

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10160, On Site Work Substantially Completed February 6, 1987
All Work Completed	March 13, 1987
Project	Eagle Creek-Salt Creek Tunnel
Highway	Willamette
County	Lane
Type of Work	Overlay
Contractor	Kiewit Pacific Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-30-87 - Surety letter written.

RECEIVED
JUN 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
MAY 19'87
REFER TO
Fredrickson
FOR

5/21

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
IN COMPANY WITH Byron Inman, Asst Project Manager; OSHD			
DATE OF INSPECTION 11/26/86 & 4/28/87	INSPECTION MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. F-29(16)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. 9/30/86 %	WORK COMPLETED 100 %

EAGLE CREEK - SALT CREEK TUNNEL SECTION
WILLAMETTE HIGHWAY
Paving

Work completed under this project consisted of cold plane pavement removal, aggregate base and asphalt concrete pavement construction, membrane waterproofing, retaining wall, guardrail, delineation, and recessed pavement marker construction.

A contract in the amount of $1,834,000 was awarded Kiewit Pacific Co. on 12/5/85. Work began on 5/5/86 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 10/13/86 except for the minor work as noted below. The final cost was $2,051,738 which includes $1,852,510 for original bid item work, $54,474 for work completed under approved price agreements, $1,754 for extra work,and $143,000 for construction engineering to date.

A 13 day time extension was granted for installation of extra guardrail and construction of a retaining wall to support a guardrail installation. No liquidated damages were assessed.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

On 11/12/86 several guardrail ends were noted that were improperly constructed due to lack of embankment, low concrete anchor or placement. These problems have been satisfactorily corrected. However a section (approximately 75') of embankment has eroded away over the winter leaving a dropoff between the pavement edge and face of guardrail. The project manager is investigating and will prepare a State force order proposal for correction of this condition.

Based on the results of this inspection final acceptance of the contract work is recommended.

- RRA -

Form **FHWA-1446A**
(Rev. 2-84)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(14)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40268

2A. COUNTY NAME Lane

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
APR 23 '87
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE April 20, 1987

8. FEDERAL ROUTE NUMBER FAP 29

9. STATE ROUTE NUMBER 18

10. GENERAL LOCATION:
Eagle Creek - Salt Creek Tunnel Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 10/23/86 we approve the revised Preliminary Engineering costs to a TEC of $56,770; Federal Funds $50,042.

(Increase TEC $10,870; Federal Funds $9,582)

14. DATE 4/22/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,160

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5
10160

DATE: April 15, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-29(16)

Contract 10160, Work Completed February 6, 1987

Project Eagle Creek-Salt Creek Tunnel

Highway Willamette

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4/28/87 John T. Price

for Dale E. Wilken
Division Administrator

RECEIVED
STAT. HWY ENGR
MAY 19 '87
REFER TO
FOR

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
APR 16 1987
OREGON DIVISION

Form 734-3122 (1-87)

10,160

December 31, 1986

Kiewit-Pacific Co.
P. O. Box 1769
Vancouver, WA 98668

CON 5
10160

Re: Time Extension Request
Eagle Creek-Salt Creek Tunnel
Contract No. 10160
FAP No. F-29(16)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 25 days due to an overrun of the guardrail quantity, the addition of an H-Pile retaining wall and modifications to metal guardrail posts.

A review of project records indicates that the minor overrun in guardrail quantities did not delay project completion. This portion of your request is denied.

The H-pile wall constructed under Price Agreement warrants an additional eight (8) calendar days of contract time and that amount of time is granted.

Modifications necessary for the metal guardrail posts was covered under Extra Work Order No. 2 and this extra work warrants an additional five (5) calendar days of contract time and that amount of time is granted.

The adjusted contract time of completion for this contract is October 24, 1986. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
J. Gix w/att.
C. Hemenway w/att.
FHWA w/att.
Bruce Walton - Note: 5 C.D. "N-P"

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: O. B. Jackmond
Contract Administration Engineer

DATE: December 22, 1986

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Time Extension
Eagle Creek-Salt Creek Tunnel
Willamette Highway
Lane County
Contract #10160

Thanks.
I appreciate your excellent summary.

Attached are the evaluations by the project manager, Chuck Hemenway, and Chuck Godfrey of the contractor's request for additional days on the subject contract.

Final analysis reveals that the contractor is entitled to 8 days for the addition of the H-pile retaining wall and 5 days for metal guardrail installation at the Salt Creek Tunnel.

In summation, we recommend a total of 13 days time extension be granted to the contractor.

ba/sh
Attach

cc: C. Hemenway

12-26-86

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 13 C.D. time extension.

O. B. Jackmond

CE ___ CAE ___ RECEIVED SPC ___
COE ___ OM ___
OE ___ DEC 23 1986 FE ___ CP ___
CA ___
CAM ___
EEO ___

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: 11/29/86

PROJECT NAME (SECTION): Eagle Cr-Salt Cr Tunnel Report #29

CONTRACT NO: C10160

HIGHWAY: Willamette

COUNTY: Lane

F A PROJECT NO: F-29(16)

CONTRACTOR: Kiewit Pacific

KIND OF WORK: Overlay

DATE OF AWARD: 12-5-85

FIRST NOTIFICATION DATE: 5/5/86

ESTIMATED DATE OF COMPLETION, OR: 9/30/86

SECOND NOTIFICATION DATE AND: 10/24/86

ESTIMATED SEMIFINAL SUBMITTAL DATE: 11/21/86

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 2,128,803.75

ESTIMATED PROJECT COST $ 2,135,084.37

ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ XXXX 0.3 %

ENGINEERING

AUTHORIZATION $ 151,381.60

COST THIS WEEK $ 1,000.00

TOTAL TO DATE $ 137,000.00

PERCENT OF AUTHORIZATION 90 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	09/30/86	0	13.0	0	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 99 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	OTHER
ORIG. CONTRACT QUANTITIES	140 cy	6,750 tn	42,400 tn			
EST. CORRECTED QUANTITIES	400 cy	6,750 tn	43,106 tn			
EST. PERFORMED TO DATE	400 cy	6,750 tn	43,106 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

Sunday: No Activity

Monday: No Activity

Tuesday: No Activity

Wednesday: No Activity

Thursday: No Activity

Friday: No Activity

Saturday: No Activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Stop-work order effective 10/9/86
Work resumed 10/20/86
Second Notification issued 10/24/86
Semifinal submitted 11-21-86. Last Report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Donna Wilson
for Charles F. Hemenway

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No..
PRO 6-2

Date: October 23, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40268
Project No. F-29(14)
Eagle Creek-Salt Creek Tunnel Section
Lane County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorizations as indicated below.

Various activities have either been increased or decreased slightly to reflect actual costs. In those activities where an increase occurs the depth of involvement was underestimated on the original authorization. Although the total cost for preliminary engineering has increased, this amount is less than 3% of the estimated construction cost. This is the final request for this project.

The preliminary engineering costs are $56,770.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul D. Singer
Region 3
General Files

Form 734-3122

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
AUG 11 '86
REFER TO Fredrickson
FOR

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon Wy 8/12
IN COMPANY WITH Byron Inman, Asst. Project Manager; OSHD			
DATE OF INSPECTION 7-29-86	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-29(16)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S. C. D. 9/30/86 %	WORK COMPLETED 40 %

EAGLE CREEK - SALT CREEK TUNNEL SECTION
WILLAMETTE HIGHWAY
Paving

NOTED
W. E. SCHWARTZ

PURPOSE OF INSPECTION:

The purpose of this inspection was to determine the overall adequacy, extent and effectiveness of the procedures being followed by both project personnel and the contractor in obtaining reasonably close compliance with the quality control requirements specified in the contract relative to the asphalt concrete paving work underway. The field inspection also included an overall review and evaluation of the traffic control measures being employed on the project.

FINDINGS:

At the time of this inspection the contractor was paving the base lift of Class "B" asphalt concrete pavement on the main line portion of the project. The paving work was being completed using a PF-220 Blaw Knox Paver equipped with a pickup machine. The mix was being hauled from a plant at Oakridge using 17 belly dumps and was being placed in a single windrow ahead of the laydown machine. Proper and adequate overlapping in the windrow was observed. The entire depth of the windrow was being picked up and spread to the planned depth. The lay down temperature immediately behind the paves was found to be 275°F. Project records indicate that the laydown temperature has been running between 275 and 280°F fairly consistently.

The contractor was using three rollers; a vibratory steel wheeled roller for breakdown, a rubber tired roller for intermediate compaction, and a steel wheeled roller for finish rolling. An excellent ride was being obtained and no problems have been encountered to date in meeting or exceeding the specified densities requirements.

Form FHWA-1446A
(Rev. 2-84)

The asphalt plant, a CMI 600 ton/hour mixer, located in Oakridge was previously inspected in depth by Bud VanCleave from the construction section in Salem and found to be in reasonably close conformance with specification requirements. The plant is equipped with a vibratory screen to reject oversized material, locking centrally controlled aggregate blending system with immediate shutoff capability and a device for diverting reject material away from the storage silo. The plant uses No. 2 diesel as burner fuel with no apparent problem of mix contamination from unburned burner fuel.

A review of the project records covering tests performed to date indicate that the mix is in conformance with the job mix formula. The moisture content of the mix at the discharge from the drum mixer has been running between 0-05 and 0.10 percent as compared to the 0.5 percent or less required by the specifications. Test reports indicate the laydown temperature has been running between 275°F and 325°F. The asphalt content of the mix has been running between 5.1 and 5.3 percent as compared to the 4.8 to 5.8 percent required by the approved mix design.

The methods, procedures and equipment being used to control traffic past various work areas was reviewed and found to be adequate for the work underway and in reasonably close conformance with the plans, specifications and the manual of uniform traffic control devices. All flag persons were properly equipped with hard hats and orange vests and appeared to understand proper flagging procedures.

REMARKS:

The overall quality of the work performed to date is considered to be very good with a resulting pay factor to date of 1.049.The rideability of the base lift of pavement is considered excellent.

To date the only materials problem encountered involves the "C" valve test. The results of the first test resulted in a "C" valve of 19.5 as compared to the minimum of 30 specified. Based on recommendations of the construction section the mix temperature was raised to 325°F in an effort to correct this problem. "C" valve tests performed on samples submitted after the mix temperature was raised to 325°F (results received subsequent to this field inspection) resulted in "C" valves in the 40 to 50 range. Based on these results it appears that the mixture is now in full conformance with all specification requirements.

- WNB -

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-29(16)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-1-86

4. PROGRAM NO.

5. ITEM NO.
40268

2A. COUNTY NAME
Lane

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
June 1, 1986

8. FEDERAL ROUTE NUMBER
Primary 29

9. STATE ROUTE NUMBER
Primary 18

10. GENERAL LOCATION:
Eagle Creek - Salt Creek Tunnel

11. GENERAL DESCRIPTION OF WORK
Remove and replace existing sign and supports at M. P. 50.48

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/1/86 as requested in Mr. Fredrickson's letter of 6/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $1,000; Federal Funds $881.

RECEIVED
STATE HWY ENGR
JUL 3 '86
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
7/3

14. DATE
7/1/86

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: OS (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

[illegible] IVED
[illegible] HWY ENGR
[illegible] -6 '86
REFER TO
Fredrickson

(Check appropriate box)

☒ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

cy
6/9

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH
Bob Aldrich, Chuck Hemingway and Byron Inman; OSHD

DATE OF INSPECTION May 27, 1986	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. F-29(16)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. of 9-30-86 %	WORK COMPLETED 0 %

EAGLE CREEK - SALT CREEK TUNNEL SECTION
WILLAMETTE HIGHWAY
A. C. Overlay

NOTED
W. E. SCHWARTZ

The work to be completed under this project consists of cold plane removal of A. C. pavement, construction of aggregate base and asphalt concrete pavement, membrane waterproofing of bridge decks, construction of a short retaining wall, and the installation of guardrail, delineators and recessed pavement markers on a 7.68 mile section of the Willamette Highway. A contract in the bid amount of $1,834,000 was awarded Kiewit Pacific Co., on December 5, 1985.

To date the only work completed consists of aggregate production for the asphalt concrete pavement which is presently approximately 25 percent complete. Samples of the aggregate produced have been submitted to the lab in Salem for a mix design.

The primary purpose for this inspection was to review an area on the left between station 1708 and 1709 where the existing shoulder is too narrow to install a planned run of guardrail. At this location the existing ground drops away from the edge of the existing paved shoulder on about a 3/4 to 1 slope which extends several hundred feet (vertical) to the river. Based on the existing conditions it was agreed that the only reasonable solution to this problem would be the construction of a retaining wall approximately 100 feet long using steel "H" piles and lagging, widening of the shoulder and installation of a standard run of guardrail.

The plans require the installation of 37.5 feet of Type 2A and 25 feet of Type 3 guardrail at all corners of the tunnel entrance. Because of problems associated with connecting the rail to the tunnel walls, and because of existing rock falls on the right side of the roadway, it was agreed that changing from a guardrail section to an anchored pin and loop type concrete shoulder barrier would result in a safer installation as well as a substantial reduction in maintenance. No protection exists at the present time. This change, if approved, will be covered by a Price Agreement.

- WNB -

Form **FHWA-1446A**
(Rev. 2-84)

January 3, 1986

CON 5 - 10,160

Kiewit Pacific Co.
215 "V" Street
Vancouver, WA 98668

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,160 for overlay on the Eagle Creek-Salt Creek Tunnel Section of Willamette Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: The Aetna Casualty and Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S. W. Market Street
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
C.F. Hemenway

KIEWIT PACIFIC CO.

A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

November 25, 1985

Oregon Department of Transportation
Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

ATT: ROBERT W. GORMSEN

RE: EAGLE CREEK - SALT CREEK TUNNEL
Willamette Highway, Lane County

In order to meet the 12 percent DBE participation for the referenced project, we will use Dirt & Aggregate Interchange, Inc., 20905 N.E. Sandy Blvd., Troutdale, Oregon 97060 for the following items:

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
10	Removal Structure & Obstruction (guardrail only)	LS	LS	$ 7,500
38	Guard Rail, Type 2A	22,688 lf	$ 8.75	198,520
39	Guard Rail, Type 3	200 lf	20.00	4,000
40	Guard Rail Anchors, Type 1	44 ea	260.00	5,720
41	Guard Rail Anchors, Type 1 modified	20 ea	270.00	5,400
42	Rail End Pieces, Type B	1 ea	50.00	50
43	Rail End Pieces, Type C	44 ea	80.00	3,520
44	Bridge Connections	9 ea	125.00	1,125
45	Extra for 8 foot Post	985 ea	8.00	7,880
			TOTAL	$233,715

This totals $233,715 DBE participation, which is 12.7 percent, thus will meet the assigned goal of $220,000 or 12.0 percent.

In order to meet the 2 percent WBE participation for this project, we will use H & H Electric, P.O. Box 62909, Bend, Oregon 97708, as a subcontractor for the following items:

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
12	Cold Plane Pavement Removal	85,000 sy	0.44	$ 37,440
		TOTAL		$ 37,440

This totals $37,440 WBE participation, which meets the assigned goals for this project of $36,680.

Should you have any questions or need additional information, please contact the undersigned at our Northwest District office.

GREG BASEL
General Superintendent
Northwest District

GB/mkh

cc: File

RECEIVED
NOV [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

STATE COPY

TO BE COMPLETED BY FHWA 12-131	US Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Lane PROJECT NO. F-29(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Eagle Creek - Salt Creek Tunnel

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10/30/85	7/684

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,128,803.00	$ 1,876,539.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ______________________
Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator DEC 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 6, 19855

Federal Aid Project No. F-29(16)

Eagle Creek - Salt Creek Tunnel Section
Willamette Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1502+80 to Sta. 1888+35.8 Bk. Eq. Sta. 1893+90 Ah. to Sta. 1914+05)

Furnishing Field Laboratory	Each	1	15,000.00	$ 15,000.00
Mobilization	Lump Sum	All	Lump Sum	180,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	25,000.00
Temporary Signs	Sq. Ft.	667	6.00	4,002.00
Temporary Barricades	Each	7	80.00	560.00
Temporary Plastic Safety Markers	Each	10	10.00	100.00
Flaggers	Hour	1,100	18.00	19,800.00
Pilot Car	Hour	300	26.00	7,800.00
Temporary Striping	Lin. Ft.	100,000	0.15	15,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	29,666.00
Embankment in Place	Cu. Yd.	140	20.00	2,800.00
Cold Plane Pavement Removal	Sq. Yd.	85,000	0.50	42,500.00
Trench Excavation	Cu. Yd.	136	30.00	4,080.00
Watering	M-Gal.	120	25.00	3,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	7,000.00
Structure Excavation	Cu. Yd.	30	30.00	900.00
Special Wall Backfill	Cu. Yd.	13	30.00	390.00
Aggregate Base	Ton	6,750	7.00	47,250.00
Class "B" Asphalt Concrete Mixture	Ton	38,000	13.00	494,000.00
Class "C" Asphalt Concrete Mixture in Leveling	Ton	4,400	13.00	57,200.00
Asphalt Cement in Mixture	Ton	2,550	185.00	471,750.00
Hydrated Lime in Mixture	Ton	425	110.00	46,750.00
Asphalt in Tack Coat	Ton	90	155.00	13,950.00
Concrete in Walls	Cu. Yd.	12	400.00	4,800.00
Reinforcement in Walls	Lb.	1,200	1.00	1,200.00
Metal Rail with Tubing	Lin. Ft.	280	50.00	14,000.00
Membrane Waterproofing	Sq. Yd.	400	8.00	3,200.00
12-inch Culvert Pipe	Lin. Ft.	500	40.00	20,000.00
18-inch Culvert Pipe	Lin. Ft.	12	45.00	540.00
24-inch Culvert Pipe	Lin. Ft.	10	55.00	550.00

30-inch Culvert Pipe	Lin. Ft.	8	75.00	600.00
36-inch Culvert Pipe	Lin. Ft.	54	90.00	4,860.00
48-inch Culvert Pipe	Lin. Ft.	12	95.00	1,140.00
72-inch Culvert Pipe	Lin. Ft.	12	115.00	1,380.00
Extra for Pipe Under Pavement	Lin. Ft.	416	10.00	4,160.00
6-inch Drain Pipe	Lin. Ft.	650	6.00	3,900.00
Gravel in Drains	Cu. Yd.	65	30.00	1,950.00
Guardrail, Type 2A	Lin. Ft.	22,688	9.00	204,192.00
Guardrail, Type 3	Lin. Ft.	200	15.00	3,000.00
Guardrail Anchors, Type 1	Each	44	260.00	11,440.00
Guardrail Anchors, Type 1 Modified	Each	20	240.00	4,800.00
Rail End Pieces, Type B	Each	1	45.00	45.00
Rail End Pieces, Type C	Each	44	75.00	3,300.00
Bridge Connections	Each	9	170.00	1,530.00
Extra for 8-foot Posts	Each	985	10.00	9,850.00
Extra for Asphalt Approaches	Each	86	200.00	17,200.00
Geotextile Fabric in Drains	Sq. Yd.	585	1.00	585.00
Delineators, Type 1	Each	320	20.00	6,400.00
Delineators, Type 4	Each	150	12.00	1,800.00
Mono-Directional Crystal Type I Markers, Recessed	Each	165	12.00	1,980.00
Bi-Directional Yellow Type I Markers, Recessed	Each	820	12.00	9,840.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	300.00
Wood Sign Posts	Lump Sum	All	Lump Sum	900.00
Sign Support Footings	Lump Sum	All	Lump Sum	300.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	1,200.00
Type "C" Signs in Place	Sq. Ft.	280	9.00	2,520.00
Type "D" Signs in Place	Sq. Ft.	208	9.00	1,872.00
Type "EE" Signs in Place	Sq. Ft.	13	6.00	78.00
Type "U" Signs in Place	Sq. Ft.	6	15.00	90.00
				$1,834,000.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 9,700.00
Remove Pavement Striping (Exist. & Temp.)	All Required	5,400.00
Roadside Seeding and Mulching	All Required	1,000.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required	9,170.00
		$ 25,270.00
	Subtotal	$1,859,270.00
	Engineering	232,408.00
	Total	$2,091,678.00

Length of Roadway -------------- 7.684 miles

Cost of Roadway Per Mile ------- $272,212.13

RETAIN IN RESERVE

Permanent Signing	All Required	$ 1,000.00
Statistical A.C. Bonus	All Required	32,000.00
	Subtotal	$ 33,000.00
	Engineering	4,125.00
	Total	$ 37,125.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,091,678.00	$1,843,814.00	$247,864.00
Retained in Reserve	37,125.00	32,725.00	4,400.00
TOTAL	$2,128,803.00	$1,876,539.00	$252,264.00

Group 010: 0%; Group 011: 100%
Contract No. 10,160
Prefix: C0201932 (P.E.)
Prefix: C10160 (Const.)

Appn Code: 010

DRH:me

Con 2 -
Willamette

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: G. W. Wimer
Construction Operations Engineer

DATE: November 22, 1985

FROM: Richard A. Kuehn
Final Design Engineer ORIGINAL SIGNED BY RICHARD KUEHN

SUBJECT: Eagle Cr-Salt Cr. Tunnel Section
Willamette Highway
Lane County
48" & 72" Pipe Extensions

The two subject pipe extensions were not adequately gaged on the pipe data sheet.

This situation was noticed too close to the letting date to allow a plan change or a letter to prospective bidders, and not critical enough to delay the bid.

Both are presently shown as .064 (16 gage).

They should be changed to the following:

Station 1703+50
12' x 48"

Change from 16 ga. .064 to 14 ga. .079 on the galvanized coated and aluminum coated steel CMP in the 2 2/3" x 1/2" corrugations.

Change from 16 ga. .060 to 12 ga. .105 on the aluminum pipe and call for 3" x 1" corrugations.

Station 1719+80
12' x 72"

Change from 16 ga. .064 to 10 ga. .138 on the galvanized coated, and aluminum coated steel CMP in the 2 2/3" x 1/2" corrugations. An acceptable alternate would be a 12 ga. .109 in 3" x 1" corrugation.

Change from 16 ga. .060 to 8 ga. .164 on the aluminum pipe and call for 3" x 1" corrugations.

Please forward this information to the Project Manager so that an appropriate Price Agreement can be negotiated.

RAK:NH:bn
bcc: Norm Henry
bcc: Don Bedford

[illegible]

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40268

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 20 '85
REFER TO
FOR
Info | Ines | R/D | D/A | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE November 5, 1985

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:
Eagle Creek - Salt Creek Tunnel

11. GENERAL DESCRIPTION OF WORK
Roadway

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your revised "PS&E" Estimate dated 10/29/85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 10/29/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,297,831; Federal funds $2,025,537.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 11/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE FOR DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

October 8, 1985
IN REPLY REFER TO
HFO.3-OR

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO
Hunter
FOR

Info	Invest	R/D	D/K	Sign	Act	File
					X	

10/10
Christensen
Please take
appropriate action.
Cm

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-29(14)
Eagle Creek-Salt Creek Tunnel Section
Willamette Highway - Lane County

The information submitted with Mr. Kuehn' September 11, 1985 letter on the subject project has been reviewed. We agree with your finding that improving the horizontal and vertical alignment on this mountainous roadway would require major right-of-way taking and result in excessive costs which would not be in the public interest since the accident information available indicates that ice and snow conditions are the major contributing factor - not the roadway alignment. For the same reasons, correction of the existing roadside ditches and elimination of rock outcroppings would also not be in the public interest.

The proposed typical roadway section, 12-foot travel lanes with 4-foot minimum width shoulders, is considered acceptable. However, the existing 6" x 6" wood sign posts should be drilled or replaced as necessary to meet current AASHTO standards.

Sincerely yours,

Rick, Henry contacted the traffic section regarding this. Denis Miller is to take care of it.
Brad
10/11/85

Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Prgm Mgmt)
OSHD (R. Kuehn, Loc)

1 RDE
2 FDE RK
LE
SE
3 FPO
2 PDE
FYI
LFE
GTE

RECEIVED
OCT 11 1985
ROAD DESIGN
SECTION

BPC
CA
Cop Al
Retur T
B/U

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1985

In Reply Refer to
File No.: LOC 6

Jeff M. Sirmon, Regional Forester
United States Department of Agriculture
Forest Service
P. O. Box 3623
Portland, OR 97208

Proposed Construction Projects
Within U.S. Forest Lands

As per the Memorandum of Understanding dated February 1982 between the U.S. Forest Service and the Oregon State Highway Division under Planning and Coordination, the Highway Division is obligated to keep the U.S. Forest Service informed of planned highway projects to be constructed within National Forests. Following is a list of projects with the scheduled letting dates:

Eagle Creek-Salt Creek
Willamette Highway
Lane County
Willamette National Forest
Scheduled letting date is November 21, 1985

The project is the placement of an asphaltic concrete overlay and guardrail installation. The responsible person is James Gix, Region Engineer, 1523 S.E. Cobb Street, P. O. Box 1128, Roseburg, OR 97470, telephone 440-3399.

This is the only project within a National Forest that we plan to contract between now and December 19, 1985. Region Engineers will contact Forest Supervisors direct regarding any betterment work that will be done with State forces. We will update this listing again in approximately three months.

ORIGINAL SIGNED
BOB POOL

Bob Pool
Location Engineer

bc L. W. Rulien
E. S. Hunter
D. O. Christensen
Ed Hardt
W. G. Anhorn

Jim Gix
Dale Allen
R. D. Hector
D. E. Keyes

RECEIVED
STATE HWY ENGR
OCT 1 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act Date

RCP:DEK:ja

Form 734-3122

CCN 21-4
Willamette

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
DES 16

DATE: September 11, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Richard A Kuehn

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Eagle Creek-Salt Creek Tunnel Section
Willamette Highway
Lane County

Attached is the roadside inventory. This project is scheduled for the November 21, 1985 bid opening.

The purpose of this project is to restore the existing bituminous surfacing and update the guardrail. The ADT is 2,200 (1982) and the design speed is 55 MPH. The attached accident report shows a high accident rate, but indicates that the ice and snow condition is the major contributing factor, not the highway.

We request exceptions to the minimum standards as set forth in "A Policy on Geometric Design of Highways and Streets. We propose not to improve the alignment, shoulder width, structures, wood sign post, nontraversable ditches or rock outcrops. To bring these items to standards would require major right-of-way taking and cost.

We have no plans in the "Six-Year Improvement Program" to do major work on this section of highway. We do feel it is necessary to restore the existing bituminous pavement and update the guardrail.

Your concurrence is solicited that it is in the public's interest to restore the bituminous surfacing and update the guardrail without improving the more costly features. The reason for these exceptions are the right-of-way taking, major cost, and accident report indicating that the highway is not a contributing factor.

Attachments

cc E. S. Hunter
J. J. Gix
L. Brock
N. L. Henry

RAK:NLH:ja

Attachments

RECEIVED
SEP 23 1985
ROAD DESIGN SECTION
RDE
FDE
LE
SE
FPO ✓
PDE
LFE
GTE
BPC
CA
Copy All
Return To
B/U / /

Form 734-3122

OREGON STATE HIGHWAY DIVISION
ROADSIDE INVENTORY

Sht. 1 Of 11

gle Creek to Salt Creek Tunnel Prefix: 20-1932 Date: 5-85

mette County Lane Project Manager: D.W. Greene

e: 18 ,Fed. 29 M.P 48.33 to M.P. 56.01 Class Of Highway: 2P Length Of Project: 7.68

WAY

r Construction (Year And Type Of Work)

lass "E" 1½" Overlay

Widths (Attach Typical Section)

.	Existing Pavement Width	Proposed Pavement Width
58	32	32
2	44	44
26	32	32
2	44	44
1	32	32

ded Standards For
Width

0 Standard Width 12'-8' Proposed 12'-4'
Standard Width

oreslope: 4 :1
reslope: 4 :1

B. DESIGN CONSIDERATION

1. Traffic Volumes (Attach Taffic Data Summary):

	Year	ADT	DHV	% Trucks
Current	1982	2200	380	
Projected				

2. Posted Speed: Advisory ______ ,Legal 55
   Design Speed: Existing ______ ,Proposed 55
   Running Speed: ______

3. Level Of Service:

Year	DHV	Level Of Service

4. Access Control

M.P.	To M.P.	Existing	Proposed

OREGON STATE HIGHWAY DIVISION
ROADSIDE INVENTORY

Sht. 1

Section: Eagle Creek to Salt Creek Tunnel Prefix: 20-1932 Date:
Hwy.: Willamette County Lane Project Manager: D.W. G
HWY. NO., State: 18 ,Fed. 29 M.P 48.33 to M.P. 56.01 Class Of Highway: 2P Length Of Projec

A. ROADWAY

1. Last Major Construction (Year And Type Of Work)
1976 - Class "E" 1½" Overlay

2. Roadway Widths (Attach Typical Section)

M.P.	M.P.	Existing Pavement Width	Proposed Pavement Width
48.33	51.58	32	32
51.58	52.02	44	44
52.02	54.26	32	32
54.26	55.22	44	44
55.22	56.01	32	32

3. Recommended Standards For Pavement Width
AASHTO Standard Width 12'-8' Proposed 12'-4'
OSHD Standard Width

4. Existing Foreslope: 4 :1
Future Foreslope: 4 :1

B. DESIGN CONSIDERATION

1. Traffic Volumes (Attach Taffic Data

	Year	ADT	DHV	%
Current	1982	2200	380	
Projected				

2. Posted Speed: Advisory ,Legal
Design Speed: Existing ,Propose
Running Speed:

3. Level Of Service:

Year	DHV	Level Of

4. Access Control

M.P. To	M.P.	Existing	Prop

O.S.H.D. ROADSIDE INVENTORY

Sht. 2 Of 11

AL ALIGNMENT (Curves Below Design Speed)

*Exception due to cost

Length	K	Safe Stopping Sight Distance	Action Needed To Meet Standards	Recommended Action
600	160	450 – 550	Lenghten Vertical Curve (1200' Min)	* NONE

O.S.H.D. ROADSIDE INVENTORY

Section: ______________________________ Sht. 2

C. VERTICAL ALIGNMENT (Curves Below Design Speed)

*Exception due to

M.P. To M.P.	Length	K	Safe Stopping Sight Distance	Action Needed To Meet Standards	Recommended A
49.61 To 49.73	600	160	450 – 550	Lenghten Vertical Curve (1200' Min)	* NONE

O.S.H.D. ROADSIDE INVENTORY

Sht. 3 Of 11

ONTAL ALIGNMENT (Milepost of Curves Below Design Speed)

* [illegible] Due to cost

g. Of rve	Spiral Length	Design Speed	Super	Safe Speed	Action Needed To Meet Standards	Recommended Action
0	200	55	0.11	47	Flatter Curve (6° Max.)	*NONE
0	240	55	0.10	46	" " "	"
0	340	55	0.09	45	" " "	"
0	340	55	0.08	44	" " "	"
	300	55	0.10	48	" " "	"
0	300	55	0.09	45	" " "	"

O.S.H.D. ROADSIDE INVENTORY

Section: ______________________ Sht. 3

D. HORIZONTAL ALIGNMENT (Milepost of Curves Below Design Speed) * E[illegible] L

M.P. To M.P.	Deg. Of Curve	Spiral Length	Design Speed	Super	Safe Speed	Action Needed To Meet Standards	Recommended
55.58 To 55.82	10	200	55	0.11	47	Flatter Curve (6° Max.)	*NONE
55.07 To 55.22	10	240	55	0.10	46	" " "	"
[illegible].86 To 55.02	10	340	55	0.09	45	" " "	"
54.70 To 54.86	10	340	55	0.08	44	" " "	"
53.77 To 53.97	9	300	55	0.10	48	" " "	"
53.20 To 53.36	10	300	55	0.09	45	" " "	"

O.S.H.D. ROADSIDE INVENTORY

Sht. 4 Of 11

CTURES:

ength	Deck Width C-C	Vert. Clear.	Horiz. Clear.		Loading Design	Sufficiency Rating	Bridge Rail	Shoulder Width		Action Needed To Meet Standards	Recommended Action
			Lt.	Rt.				Lt.	Rt.		
50'	~~28~~'32'							2	2	widen	OFF the project
05	Tunnel	12'10"					Conc.	2	2	widen	OFF the project
225	20'						Masonary	2		Replace Rail	Rail Replacement

Action Taken
Replace Masonry Rail
with Guard Rail

O.S.H.D. ROADSIDE INVENTORY

Section: ________ Sht. 4

E. STRUCTURES:

M.P. To M.P.	Length	Deck Width C-C	Vert. Clear.	Horiz. Clear.		Loading Design	Sufficiency Rating	Bridge Rail	Shoulder Width		Action Needed To Meet Standards	Rec
				Lt.	Rt.				Lt.	Rt.		
49.33	50'	~~28~~'32							2	2	widen	Of
56.10	905	Tunnel	12'10"					conc.	2	2	widen	Of
*55.98	225	20'						Masonary	2		Replace Rail	Rail

Action [illegible]
Replace Masonary Rail
with Guard Rail

*1/2 Viaduct

O.S.H.D. ROADSIDE INVENTORY

Sht. 5 Of 11

(all distances from fog line) * Exception - replace when req [illegible]

t.	Rt.	POST						Action Needed To Meet Standards	Recommended Action
		Dist. To Nearest Post	Spacing Ctr-ctr	No. Of Posts	Size	Legend	Hinge		
✓		8'		1	6"x6"	Downgrade		Replace w/ 4"x6"	* Replace w/ 4"x6"
	✓	12'		1	6"x6"	Snow Zone		"	"
✓		20'		1	6"x6"	Stop & Eagle Cr. Rd		"	"
✓		6'		1	6"x6"	No Parking		"	"
✓		8'		1	6"x6"	"58" E ←		"	"
✓		8'		1	6"x6"	No Parking		"	"
✓		10'		1	6"x6"	"58" E ←		"	"
✓		30'		1	6"x6"	▨		"	"
✓		30'		1	6"x6"	No Parking		"	"
	✓	12'		1	6"x6"	Rocks		"	"
	✓	15'		2	6"x6"	Trucks Keep Left		"	"
	✓	12'		1	6"x6"	Do Not Pass		"	"
	✓	12'		1	6"x6"	Slow Traf. Keep Rt		"	"
	✓	10'		1	6"x6"	Slow Trucks		"	"
✓		8'		1	6"x6"	"58" West		"	"
	✓	12'		1	6"x6"	[illegible]		"	"
	✓	8'		1	6"x6"	Tunnel		"	"

O.S.H.D. ROADSIDE INVENTORY

Section: ________________ Sht. 5

F. SIGNS: (all distances from fog line)

* Exception - Replace when rep [illegible]

M.P. To M.P.	Lt.	Rt.	POST Dist. To Nearest Post	 Spacing Ctr-ctr	 No. Of Posts	 Size	 Legend	 Hinge	Action Needed To Meet Standards	Recon Ac
49.94	L		8'		1	6"x6"	Downgrade		Replace w/ 4"x6"	* Replace
50.53		✓	12'		1	6"x6"	Snow Zone		"	
50.79	✓		20'		1	6"x6"	Stop & Eagle Cr. Rd		"	
52.34	✓		6'		1	6"x6"	No Parking		"	
52.34	✓		8'		1	6"x6"	"58" E ←		"	
53.94	✓		8'		1	6"x6"	No Parking		"	
53.94	✓		10'		1	6"x6"	"58" E ←		"	
53.96	✓		30'		1	6"x6"	▨		"	
53.96	✓		30'		1	6"x6"	No Parking		"	
54.01		✓	12'		1	6"x6"	Rocks		"	
54.09		✓	15'		2	6"x6"	Trucks Keep Left		"	
54.13		✓	12'		1	6"x6"	Do Not Pass		"	
54.16		✓	12'		1	6"x6"	Slow Traf. Keep Rt		"	
54.41		✓	10'		1	6"x6"	Slow Trucks		"	
54.63	✓		8'		1	6"x6"	"58" West		"	
55.14		✓	12'		1	6"x6"	[illegible]		"	
55.89		✓	8'		1	6"x6"	Tunnel		"	

O.S.H.D. ROADSIDE INVENTORY

Sht. 6 Of 11

DRAIL:

t.	Rt.	Type	Height	End Piece Type	Earth Mound	Flare	Anchors	Action Needed To Meet Standards	Recommended Action
✓		2A	21"	"C"	No	4'	I	Extend both ends & Bury	Extend begin 25', Extend end 37.5'
	✓	2A	21"	"C"	No	4'	I	Extend both ends	Extend both ends 25'
	✓	2A	21"	"C"	No	4'	I	Widen flares	Extend begin 25' - Extend end 400' & bur
	✓	2A	21"	"C"	No	4' & 6'	I	Extend begin flare	Extend begin 50'
	✓	2A	21"	"C"	No	4' & 6'	I	Extend & bury end	Extend end 25' & bury
	✓	2A	21"	"C"	No	4' & 6'	I	Extend begin flare	Extend begin Flare 50'
	✓	2A	20"	"C"	No	8' & 6'	I	Extend end flare	Extend end 100'
	✓	2A	21"	"B" & "C"	No	8'	I	Replace "B" end Piece	Install "C" End Piece
	✓	2A	21"	"B"	No	8'	I	Replace "B" end Pieces	Install "C" End Pieces
	✓	2A	21"	"C" & None	No	8' & 20'	I and none	Install "C" end & I anchor	Install "C" end and I anchor

Action taken

Replaced All Guardrail

O.S.H.D. ROADSIDE INVENTORY

Section: ______________________ Sht. 6

G. GUARDRAIL:

M.P. To M.P.	Lt.	Rt.	Type	Height	End Piece Type	Earth Mound	Flare	Anchors	Action Needed To Meet Standards	Recommen Actio
55.66-55.80	✓		2 A	21"	"C."	No	4'	I	Extend both ends & Bury	Extend begin 25', E
55.62-55.79		✓	2 A	21"	"C"	No	4'	I	Extend both ends	Extend both ends
[illegible].12-55.45		✓	2 A	21"	"C"	No	4'	I	Widen flares	Extend begin 25'- E
54.66-54.86		✓	2 A	21"	"C"	No	4' & 6'	I	Extend begin flare	Extend begin 50'
54.41-5460		✓	2 A	21"	"C"	No	4' & 6'	I	Extend & bury end	Extend end 25'
53.31-53.37		✓	2 A	21"	"C"	No	4' & 6'	I	Extend begin flare	Extend begin Fl
53.12-53.26		✓	2 A	20"	"C"	No	8' & 6'	I	Extend end flare	Extend end
52.90-53.02		✓	2 A	21"	"B" & "C"	No	8'	I	Replace "B" end Piece	Install "C" En
51.30-51.75		✓	2 A	21"	"B"	No	8'	I	Replace "B" end Pieces	Install "C" En
50.61 50.67		✓	2 A	21"	"C" & None	No	8' & 20'	I and none	Install "C" end & I anchor	Install "C" end

int

Action All

Replace

O.S.H.D. ROADSIDE INVENTORY

(all distances from edge of travel Lane)

Sht. 7 Of 11

AGE FACILITIES (All distances are from edge of Travel Lane)

Pipe Size	Pipe Matl.	Distance Lt.	Distance Rt.	End Treatment	Fill Slope	Action Needed To Meet Standards	Recommended Action
48"	CMP		25	90°	1½:1	Slope End	Sloped End I. I.
36"X2	CMP		30	90°	1½:1	Slope Ends	Sloped End I. I.
6'X5'	RCBC	12	12	Headwall/wings	1:1	Extend	Guardrail added
36"	CMP	16		90°	1½:1	Extend 10' & Slope end	Ext[illegible] Sta 1794+95 Rt
24"	CMP	18		90°	3:1	Extend 10' & Slope end	Extend 1[illegible] Slope 2:1 Sta [illegible]
72"	CMP	20		90°	1½:1	Extend 13' & Slope end	Guardrail Added. Extend 13' Sl[illegible] Sta [illegible]
48"	CMP	12'		90° Headwall & wings	1½:1	Extend 15' & Slope end	Guardrail Added Extend 12' Sl[illegible] 17[illegible]
36"	Conc	8		90°	3:1	Extend 13' & Slope end 3:1	Extend 1[illegible] 3:1 [illegible] 6[illegible]
30"	Conc	8		90°	2:1	Extend 8' & Slope end	Extend 8' Slope 2:1 [illegible]
18"	CMP	8		90°	2:1	Extend 5' & Slope end	Extend 5' Slope 3:1 Sta 1614+7
18"	CMP	30		90°	2:1	Extend 5' & Slope end	Extend 5 slope 2:1 Sta 1613+[illegible]
30"	CMP	25		90° w steel box	1:1	Remove steel box & extend 10'	Guardrail added
48"	CMP	24		90°	1½:1	Extend 6' & Slope end	Guardrail added
36"	CMP	18'		90°	2:1	Extend 10' & Slope end	Extend 10'-Slope 2:1 Sta 1549+[illegible] R

Action Taken
Extended Culverts &
Guardrail Added.

O.S.H.D. ROADSIDE INVENTORY

Section: (all distances from edge of travel Lane) Sht. 7

H. DRAINAGE FACILITIES (All distances are from edge of Travel Lane)

M.P. To M.P.	Pipe Size	Pipe Matl.	Distance		End Treatment	Fill Slope	Action Needed To Meet Standards	Recommended
			Lt.	Rt.				
48.69	48"	CMP		25	90°	1½:1	Slope End	Sloped End T.
19.05	36"x2	CMP		30	90°	1½:1	Slope Ends	Sloped End T.
50.22	6'x5'	RCBC	12	12	Headwall/wings	1:1	Extend	Guardrail add
50.50	36"	CMP	16		90°	1½:1	Extend 10' & Slope end	[illegible]
51.73	24"	CMP	18		90°	3:1	Extend 10' & Slope end	Extend [illegible]
51.92	72"	CMP	20		90°	1½:1	Extend 18' & slope end	Guardrail Added. Extend 12'
52.23	48"	CMP	12'		90° Headwall & wings	1½:1	Extend 15' & slope end	Guardrail Added Extend 12' Sl
53.70	36"	Conc	8		90°	3:1	Extend 18' & Slope end 3:1	Extend [illegible]
53.83	30"	Conc	8		90°	2:1	Extend 8' & Slope end	Extend 8' Sl
53.92	18"	CMP	8		90°	2:1	Extend 5' & Slope end	Extend 5' slope
53.94	18"	CMP	30		90°	2:1	Extend 5' & Slope end	Extend 5 slope
54.19	60"	CMP	25		90° w steel box	1:1	Remove steel box & extend 10'	Guardrail adde
54.54	48"	CMP	24		90°	1½:1	Extend 6' & Slope end	Guardrail adde
53.15	36"	CMP	18'		90°	2:1	Extend 10' & Slope end.	Extend 10' Slope

Action TAKEN
Extended Culve
Guardrail Add

O.S.H.D. ROADSIDE INVENTORY

Sht. 8 Of 11

TIES, Including RAILROADS

ype Of bstacle	Distance		Length	Action Needed To Meet Standards	Recommended Action
	Lt.	Rt.			
NONE				NONE	

O.S.H.D. ROADSIDE INVENTORY

Section: ______________________ Sht. 8

I. UTILITIES, Including RAILROADS

M.P. To M.P.	Type Of Obstacle	Distance		Length	Action Needed To Meet Standards	Recommended A
		Lt.	Rt.			
	NONE				NONE	

O.S.H.D. ROADSIDE INVENTORY

Sht. 9 Of 11

STRIAN And BICYCLE FACILITIES

ke Or Ped.	Distance		Location			Width	Ramps	Action Needed To Meet Standards	Recommended Action
	Lt.	Rt.	On Shldr.	Behind Curb	Free Align.				
NE									

O.S.H.D. ROADSIDE INVENTORY

Section: ______________________ Sht. 9

J. PEDESTRIAN And BICYCLE FACILITIES

M.P. To M.P.	Bike Or Ped.	Distance		Location			Width	Ramps	Action Needed To Meet Standards	Recomm Acti
		Lt.	Rt.	On Shldr.	Behind Curb	Free Align.				
	NONE									

O.S.H.D. ROADSIDE INVENTORY

ll distances from edge of travel lane)

Sht. 10 Of 11

DE OBSTACLES (Ditch, Fences, Rockoutcrops, Etc.)

* Exception - Due to cost.

pe Of stacle	Distance		Slope Rate		Action Needed To Meet Standards	Recommended Action
	Lt.	Rt.	Cut	Fill		
15' Ditch	10'			1½:1	Regrade ditch or Guard Rail	* NONE
12' Ditch	10'			1:1	"	* NONE
' Fill	6'			1½:1	Flatten slope or Guard Rail	Proposed Guardrail Location
' Fill		10'		1:1	"	Proposed Guardrail Location
' Fill		5'		1:1	"	Proposed Guardrail Location
' Fill	5'			1:1	"	Proposed Guardrail location
'-100' Fill		6'		1½:1	"	Proposed Guardrail Location
' Fill	4'			1½:1	"	Proposed Guardrail Location
' Fill		4'		1:1	"	Proposed Guardrail Location
' Fill		4'		1:1	"	Proposed Guardrail Location
Fir Tree		10'	4:1		Cut Tree	Remove
' Fill	4'			1½:1	Flatten slope or Guardrail	Proposed Guardrail Location
' Fill		5'		1½:1	"	Proposed Guardrail Location
Fir Tree		12'	4:1		Cut Tree	Remove
' Fill		6'		1:1	Flatten Slope or Guardrail	Proposed Guardrail Location
' Fill	4'			1½:1	"	Proposed Guardrail Location
' Ditch		10'		2:1	Regrade ditch or Guardrail	* NONE
' Ditch		6'		2:1	"	* NONE
' Ditch	6'			1½:1	"	* NONE
' Bank		3'		½:1	Flatten slope or Guardrail	Proposed Guardrail Location
' Ditch	5'			1:1	Regrade ditch or Guardrail	* NONE
'-100' Fill		4'		1:1	Flatten slope or Guardrail	Proposed Guardrail Location
'-100' Fill		5'		1:1	"	Proposed Guardrail Location

O.S.H.D. ROADSIDE INVENTORY

Section: (All distances from edge of travel lane) Sht. 10

K. ROADSIDE OBSTACLES (Ditch, Fences, Rockoutcrops, Etc.)

* Exception - Due To

M.P. To M.P.	Type Of Obstacle	Distance		Slope Rate		Action Needed To Meet Standards	Recommended A
		Lt.	Rt.	Cut	Fill		
48.37-48.52	8'-15' Ditch	10'			1½:1	Regrade ditch or Guard Rail	* NONE
48.70-48.90	8'-12' Ditch	10'			1:1	"	* NONE
49.13 - 49.30	30' Fill	6'			1½:1	Flatten slope or Guard Rail	Proposed Guardrail Loca
49.15 - 49.30	25' Fill		10'		1:1	"	Proposed Guardrail Loca
49.33-49.45	100' Fill		5'		1:1	"	Proposed Guardrail Lo
49.38-49.39	20' Fill	5'			1:1	"	Proposed Guardrail Lo
49.55 - 49.67	20'-100' Fill		6'		1½:1	"	Proposed Guardrail Loc
49.82 - 49.87	20' Fill	4'			1½:1	"	Proposed Guardrail Loca
49.82-49.89	30' Fill		4'		1:1	"	Proposed Guardrail Lo
49.95-50.06	25' Fill		4'		1:1	"	Proposed Guardrail Loca
50.17	4' Fir Tree		10'	4:1		Cut Tree	Remove
50.18 - 50.23	15' Fill	4'			1½:1	Flatten slope or Guardrail	Proposed Guardrail Loca
50.21 - 50.24	20' Fill		5'		1½:1	"	Proposed Guardrail Loca
50.27	3' Fir Tree		12'	4:1		Cut Tree	Remove
50.30 - 50.35	20' Fill		6'		1:1	Flatten Slope or Guardrail	Proposed Guardrail Lo
50.32 - 50.35	15' Fill	4'			1½:1	"	Proposed Guardrail
50.50 - 50.53	15' Ditch		10'		2:1	Regrade ditch or Guardrail	* NONE
50.75 50.81	10' Ditch		6'		2:1	"	* NONE
51.26 - 51.33	10' Ditch	6'			1½:1	"	* NONE
52.08 - 52.12	100' Bank		3'		½:1	Flatten slope or Guardrail	Proposed Guardrail
52.20 52.28	15' Ditch	5'			1:1	Regrade ditch or Guardrail	* NONE
52.35 - 52.60	30'-100' Fill		4'		1:1	Flatten slope or Guardrail	Proposed Guardrail
52.75 - 52.87	50'-100' Fill		5'		1:1	"	Proposed Guardrail

O.S.H.D. ROADSIDE INVENTORY

Sht. 10 Of 11

SIDE OBSTACLES (Ditch, Fences, Rockoutcrops, Etc.)

* Exception – Due to cost

Type Of Obstacle	Distance		Slope Rate		Action Needed To Meet Standards	Recommended Action
	Lt.	Rt.	Cut	Fill		
20' Ditch	6'			1:1	Regrade ditch or Guardrail	
Rock Outcrops		25'		6:1	Cut back or Guardrail	* NONE
Rock Outcrops	8'-12'		1/4:1		" "	* NONE
100' Fill		6'		1:1	Flatten slope or Guardrail	Proposed Guardrail Location
30' Fill	5'			1:1	"	Proposed Guardrail Location
75' Fill		5'		1:1	"	Proposed Guardrail Location
30' Fill		8'		1½:1	"	Proposed Guardrail Location
40' Fill		8'		1:1	"	Proposed Guardrail Location
30' Fill	6'			1½:1	"	Proposed Guardrail Location
Rock Outcrops	8'-10'		1/4:1		Cut back or Guardrail	* NONE
40' Fill	12'			1:1	Flatten slope or Guardrail	Proposed Guardrail Location
Rocks	8'		1:1		Remove rocks	Remove (By Maintenance)
Rocks	10'		1:1		"	Remove (By Maintenance)
50' Fill		8'		1:1	Flatten Slope or Guardrail	Proposed Guardrail Location
15' Fill	6'			2:1	"	* NONE G.R.
Rock Outcrops	8'		1/4:1		Cut back or Guardrail	* NONE
80' Fill		12		1:1	Flatten Slope or Guardrail	Proposed Guardrail Location
Rock Outcrops	8'-10'		1/4:1		Cut back or Guardrail	* NONE
Rock Wall		4'		Flat	Replace with barrier	Proposed Guardrail Location

Action Taken
Inst. Guardrail

O.S.H.D. ROADSIDE INVENTORY

Section: ____________________ Sht. 10

K. ROADSIDE OBSTACLES (Ditch, Fences, Rockoutcrops, Etc.)

* Exception – Due to

M.P. To M.P.	Type Of Obstacle	Distance		Slope Rate		Action Needed To Meet Standards	Recommended A
		Lt.	Rt.	Cut	Fill		
52.91-5300	20' Ditch	6'			1:1	Regrade ditch or Guardrail	
53.30 - 53.31	Rock Outcrops		25'		6:1	Cut back or Guardrail	* NONE
5335 - 5352	Rock Outcrops	8'-12'		1/4:1		" "	* NONE
5342 - 5360	100' Fill		6'		1:1	Flatten slope or Guardrail	Proposed Guardrail Loc
53.52 - 53.56	30' Fill	5'			1:1	"	Proposed Guardrail Locati
53.64 - 5373	75' Fill		5'		1:1	"	Proposed Guardrail Lo
54.02 - 54.06	30' Fill		8'		1½:1	"	Proposed Guardrail Locatio
54.16 - 54.23	40' Fill		8'		1:1	"	Proposed Guardrail Locati
54.16 - 54.23	30' Fill	6'			1½:1	"	Proposed Guardrail Locat
54.30 - 5443	Rock Outcrops	8'-10'		1/4:1		Cut back or Guardrail	* NONE
54.54 - 54.62	40' Fill	12'			1:1	Flatten slope or Guardrail	Proposed Guardrail Loca
54.68 - 54.73	Rocks	8'		1:1		Remove rocks	[illegible]
54.91	Rocks	10'		1:1		"	Remove (By Mai
54.97-55.02	50' Fill		8'		1:1	Flatten Slope or Guardrail	Proposed Guardrail
5512 - 55.21	15' Fill	6'			2:1	"	* NONE G.R.
55.45 - 55.47	Rock Outcrops	8'		1/4:1		Cut back or Guardrail	* NONE
55.49 - 55.52	80' Fill		12		1:1	Flatten Slope or Guardrail	Proposed Guardrail Lo
55.83 - 56.01	Rock Outcrops	9'-10'		1/4:1		Cut back or Guardrail	* NONE
55.96 - 56.01	Rock Wall		4'		Flat	Replace with barrier	Proposed Guardrail Loc
							Action Taken
							Inst. Guardrail

O.S.H.D. ROADSIDE INVENTORY

Sht. 11 Of 11

AL PROBLEMS (R/W, Intersections, Climbing Lanes, Environmental, Etc.)

Type Of Problem	Description	Action Needed To Meet Standards	Recommended Action
NONE			

O.S.H.D. ROADSIDE INVENTORY

Section:

Sht. 11

L. SPECIAL PROBLEMS (R/W, Intersections, Climbing Lanes, Environmental, Etc.)

M.P. To M.P.	Type Of Problem	Description	Action Needed To Meet Standards	Recommended A
	NONE			

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-4

TO: J. J. Gix
Region 3 Engineer

DATE: June 17, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: **Eagle Creek-Salt Creek Tunnel**
Highway No. 18
M.P. 48.33 to M.P. 56.00

Attached are the preliminary traffic engineering evaluation forms and supporting data for the above named project.

If you have any questions, please contact this office.

for JO Butler
L. E. George
Traffic Engineer

Attachments

RDP:dc

ROSEBURG REGION
RECEIVED
JUN 19 1985

[✓ RE]	[illegible]	RME	RUS	FAS
RDS	[✓ TS]	[✓ ATS]	[✓ TI]	RSR
RLE	GEO	RBI	RAS	AA

PRELIMINARY
SUBJECT TO CHANGE

OREGON DEPARTMENT OF TRANSPORTATION

TRAFFIC SECTION

PRELIMINARY TRAFFIC EVALUATION

PROJECT NAME: Eagle Creek - Salt Cr. Tunnel

HIGHWAY NO. 018 ROUTE NO. ________ M.P. 48.33 TO M.P. 56.00

FEDERAL AID ROUTE NO. ________ DATE ________________

PROJECT DESCRIPTION: Overlay

PROJECT NAME: ______________________

PRELIMINARY TRAFFIC EVALUATION

A. TRAFFIC FACTORS

1. TRAFFIC VOLUMES Hwy 18 MP 48.33-56.00

		AADT	PEAK HOURLY	%HEAVY VEHICLES	LEVEL OF SERVICE
a.	CURRENT (1983)	2200	590	23	B
b.	PROJECTED(1990)	2500	675		B
c.	PROJECTED(2000)	3000	810		B

2. EXISTING POSTED SPEED BR 85th PERCENTILE YR( ) ______

3. LEVEL OF SERVICE/CAPACITY ANALYSIS

a. FUNCTIONAL CLASS ______________________

b.

YEAR	DHV*/PHV	LEVEL OF SERVICE

(*DHV as defined in AASHTO Guidelines. Note any special considerations in developing dhv or appropriate adjustments relative to recreational peaks or other impacts that influence dhv.)

PROJECT NAME: ______________________ Page 3

PRELIMINARY TRAFFIC EVALUATION

B. ACCIDENT HISTORY AND ANALYSIS. (ATTACH BY YEAR ACCIDENT SUMMARY, BY MILEPOINT SUMMARY AND BY ACCIDENT SUMMARY)

1. YEARLY ACCIDENT RATE 3.08 ACCIDENTS/MVM - PERIOD 1984

   STATEWIDE AVERAGE 1.12 ACCIDENTS/MVM - YEAR 1983

   FUNCTIONAL CLASS Rural Primary

2. HIGH ACCIDENT LOCATIONS

M.P.	NUMBER OF ACCIDENTS	TYPE AND CAUSE
50.96	7	1-RE 5-Fix Object 1-Other

3. PROPOSED COUNTER MEASURES

M.P.	TYPE OF COUNTERMEASURES	AFFECTED TYPE OF ACCIDENT
50.96	None - It is felt that	
	the highway is not	
	a contributing factor	

PROJECT NAME: ____________________

PRELIMINARY TRAFFIC EVALUATION

C. TRAFFIC CONTROL

1. SIGNALS

A. EXISTING

M.P.	PHASE	DESIGN

B. PROPOSED

M.P.	WARRANTS	DESIGN

2. RAILROAD CROSSINGS / PROTECTION

A. EXISTING

M.P.	TYPE	DESIGN

B. PROPOSED

M.P.	TYPE	DESIGN	NEEDS

PRELIMINARY TRAFFIC EVALUATION

3. SIGNING-MUTCD COMPLIANCE

DESIGN YES ✓ NO ______

PLACEMENT YES ✓ NO ______

BREAKAWAY DESIGN YES ✓ NO ______

FUTURE NEEDS:

4. PAVEMENT MARKINGS-MUTCD COMPLIANCE

LINES YES ✓ NO ______

LEGENDS YES ✓ NO ______

DELINEATORS YES ✓ NO ______

FUTURE NEEDS:

Replace damaged roadside delineators as needed.

PROJECT NAME:________________________ Page 6

PRELIMINARY TRAFFIC EVALUATION

D. ROADSIDE CHARACTERISTICS

1. PEDESTRIAN FACILITIES

A. SIDEWALKS: LEFT_____ RIGHT_____ CONTINUOUS: YES_____ NO ✓

B. SIDEWALK RAMPS: YES_____ NO ✓

C. DESCRIBE PROPOSED PEDESTRIAN FACILITIES:

None

2. BICYCLE FACILITIES

A. BIKEWAYS: YES_____ NO ✓ TYPE:________________

B. DESCRIBE PROPOSED BICYCLE FACILITIES:

Due to the narrow width of existing shoulders, it is not recommended that bike paths be installed.

OREGON STATE HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION
SINGLE ACIDENT CHARACTERISTICS LIST
HIGHWAY 18, WILLAMETTE HWY
MILEPOINTS = 48.33 - 56.00 PERIOD 1982 - 1984

PFX	MP	DATE	STRIKING VEHICLE DIR.	FATAL	INJ	NO OF VEHICLES	PED	BIC	LIGHT	SURFACE	EVENT	CHARACTER OF ROAD	COLLISION TYPE	CAUSE
0	50.96	11/25/84	E		1	2			DAY	ICE	43	G	F O	J
0	50.96	12/16/84	E			1			DAY	ICE	62	C	F O	A
0	51.01	12/20/83	W			1			DAY		62	C	F O	J
0	51.54	4/03/82	W		1	1			DARK	SNO		E	NON-C	L
0	51.96	7/09/84	W		3	2			DAY	DRY		3	SSO	F
0	51.96	12/12/84	W		3	2			DAY	SNO		3	HO	E
0	51.98	11/21/84	E		2	1			DAY	ICE	79	C	F O	A
0	52.07	11/25/83	W		2	2			DAY	SNO		7	HO	E
0	52.22	2/08/84	W		2	1			DARK	DRY	24	3	NON-C	K
0	52.96	11/27/83	W		2	2			DARK	WET		3	RE	A
0	53.00	10/12/84	W		1	1			DARK		67	5	F O	L
0	53.17	4/20/82	W		1	1			DARK	DRY	43	E	F O	K
0	53.20	1/20/82	W		1	1			DARK	SNO	43	E	F O	J
0	53.21	9/23/84	W		2	3			DAY	WET	28	7	OTHER	K
0	53.30	2/20/84	W		1	1			DAY	DRY	27	E	NON-C	K
0	53.50	2/13/82	W		1	2			DAY	WET	67	3	RE	J
0	53.51	4/02/83	W			2			DAY	SNO		E	SSM	E
0	53.91	10/22/84	W		1	1			DAY	DRY	21	F	NON-C	J
0	53.96	4/16/82	W			1			DAY	DRY	67	3	F O	J
0	54.08	2/06/82	E			1			DAY	DRY	67	3	F O	L

3/85.

OREGON STATE HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION
SINGLE ACIDENT CHARACTERISTICS LIST
HIGHWAY 18, WILLAMETTE HWY
MILEPOINTS = 48.33 - 56.00 PERIOD 1982 - 1984

PFX	MP	DATE	STRIKING VEHICLE DIR.	FATAL	INJ	NO OF VEHICLES	PED	BIC	LIGHT	SURFACE	EVENT	CHARACTER OF ROAD	COLLISION TYPE	CAUSE
0	54.40	12/13/82	W		2	1			DARK	SNO	79	G	F O	J
0	54.51	2/12/84	E		1	2			DARK	WET	67	3	F O	J
0	54.53	6/02/83	E			3			DAY	DRY	13	7	SSO	F
0	54.73	9/06/83	W		1	1			DARK	DRY	24	G	NON-C	K
0	55.00	11/24/82	W			2			DAY	SNO	77	C	F O	J
0	55.00	4/09/83	E			1			DAY	DRY	79	C	F O	A
0	55.12	9/19/83	E		2	1			DAY	DRY		E	F O	A
0	55.60	1/13/84	W			1			DAY	ICE	77	E	F O	J
0	55.61	1/09/84	W		1	1			DAY	DRY	28	5	NON-C	J
0	55.96	12/11/83	W			2			DAY	SNO		3	RE	J
0	55.96	5/16/84	E		2	1			DAY	ICE	79	C	F O	J
0	55.96	11/25/84	W			2			DAY	ICE	77	C	F O	A

52 RECORDS PRINTED

OREGON STATE HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION
SINGLE ACIDENT CHARACTERISTICS LIST
HIGHWAY 18, WILLAMETTE HWY
MILEPOINTS = 48.33 - 56.00 PERIOD 1982 - 1984

PFX	MP	DATE	STRIKING VEHICLE DIR.	FATAL	INJ	NO OF VEHICLES	PED	BIC	LIGHT	SURFACE	EVENT	CHARACTER OF ROAD	COLLISION TYPE	CAUSE
0	44.69	8/08/82	S			2			DAY	DRY		B	OTHER	J
0	45.96	4/03/82	W		1	2			DAY	SNO		3	RE	J
0	45.96	6/05/83	W		2	1			DAY	DRY	35	3	NON-C	J
0	45.96	8/15/83	W		1	2			DAY	DRY		6	TURN	J
0	45.96	12/12/84	E			1			DAY	SNO	79	C	F O	A
0	46.03	1/01/82	E			1			DAY	WET	62	E	F O	A
0	46.46	2/22/84	E		3	1			DAY	ICE		E	NON-C	J
0	46.96	12/23/83	E			1			DARK	WET	68	3	F O	L
0	48.01	2/08/84	E			1			DARK	DRY	35	3	OTHER	L
0	48.66	11/20/83	E			2			DAY	SNO		6	TURN	J
0	48.96	4/03/82	E		1	1			DARK	SNO		3	NON-C	L
0	49.00	8/04/84	W			1			DARK	DRY	35	3	OTHER	L
0	50.65	11/25/84	E		2	3			DAY	SNO		C	RE	J
0	50.73	8/22/82	E	1	4	2			DAY	DRY		1	HO	E
0	50.75	2/21/82	E		2	1			DARK	ICE		E	NON-C	J
0	50.96	1/03/83	W			2			DAY	ICE		5	OTHER	J
0	50.96	12/23/83	W		3	1			DARK	ICE	68	3	F O	L
0	50.96	12/23/83	W		2	1			DARK	ICE	68	3	F O	L
0	50.96	3/14/84	W		2	1			DAY	SNO	77	C	F O	A
0	50.96	11/09/84	E		1	2			DAY	SNO		3	RE	A

OREGON HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION
CODES USED IN THE SINGLE ACCIDENT CHARACTERISTIC LIST

CODE	EVENT INTERPRETATION
01	OCCUPANT FELL OR JUMPED FROM MOVING VEHICLE.
02	PASSENGER INTERFERED WITH DRIVER.
03	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
04	PEDESTRIAN INVOLVED, (NON-PEDESTRIAN ACCIDENT).
05	"SUB PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, BUT BEFORE ACCIDENT BECAME STABILIZED.
06	TRICYCLE-BICYCLE INVOLVED.
07	HITCHHIKER. (SOLICILTING A RIDE).
11	VEHICLE BEING PUSHED.
12	VEHICLE TOWING OR HAD BEEN TOWING ANOTHER VEHICLE.
13	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE.
	CHILD RELEASED BRAKES, PUT CAR IN MOTION, ETC.
	TRAIN STRUCK VEHICLE.
18	VEHICLE STRUCK TRAIN.
19	VEHICLE STRUCK RAILROAD CAR ON ROADWAY.
20	TRAILER OR TOWED VEHILCLE STRUCK TOWING VEHICLE.
21	TRAILER OR TOWED VEHICLE OVERTURNED.
22	TRAILER CONNECTION BROKE.
23	DEFECTIVE STEERING MECHANISM.
24	INADEQUATE OR NO BRAKES.
25	WHEEL CAME OFF.
26	HOOD FLEW UP.
27	OTHER MECHANICAL DEFECT.
28	LOST LOAD.
29	TIRE FAILURE.
30	PET: CAT, DOG, OR SIMILAR.
31	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC..
32	HORSE.
33	HORSE AND RIDER.
34	WILD ANIMAL, GAME (NOT DEER OR ELK).
35	DEER OR ELK.
37	CULVERT.
38	IMPACT ATTENUATION DEVICE.
	PARKING METER.
	CURB.
41	JIGGLE BARS OR TRAFFIC SNAKE FOR CHANNELIZATION.
42	LEADING END OF GUARD RAIL.
43	GUARD RAIL, (NOT METAL MEDIAN BARRIER).
44	MEDIAN BARRIER, (RAISED OR METAL).
45	RETAINING WALL OR TUNNEL WALL.
46	BRIDGE RAILING, (ON BRIDGE AND APPROACH).
47	BRIDGE ABUTMENT, (APPROACH ENDS).
48	BRIDGE PILLAR OR COLUMN, (EVEN THOUGH STRUCK PROTECTIVE GUARD RAIL FIRST).
49	BRIDGE GIRDER, (HORIZONTAL STRUCTURE OVERHEAD).

CODE	EVENT INTERPRETATION
50	TRAFFIC ISLAND.
51	GORE.
52	POLE, (TYPE UNKNOWN).
53	POLE, (POWER OR TELEPHONE).
54	POLE, (STREET LIGHT ONLY).
55	POLE, (TRAFFIC SIGNAL ONLY).
56	POLE, (SIGN BRIDGE).
57	STOP OR YIELD SIGH.
58	OTHER SIGN.
59	HYDRANT.
60	DELINEATOR OR MARKER.
61	MAILBOX.
62	TREE OR STUMP.
63	TREE BRANCH OR OTHER VEGETATION OVERHEAD OR EXTENDING INTO, BUT ABOVE ROADWAY.
64	WIRE OR CABLE OVERHEAD.
65	TEMPORARY SIGN OR BARRICADE IN ROAD, INCLUDES CROSSING GATES.
66	PERMANENT SIGN OR BARRICADE IN ROAD.
67	SLIDE, ROCKS, FALLING ROCKS.
68	FOREIGN OBSTRUCTION IN ROAD.
69	EQUIPMENT WORKING IN ROAD.
70	OTHER EQUIPMENT IN ROAD.
71	WRECKER, STREET SWEEPER, SNOW PLOW, OR SANDING EQUIPMENT.
72	TAXI.
73	AMBULANCE.
74	HEARSE.
75	BRIDGE OR ROAD CAVE IN, (NOT CHUCKHOLE).
76	HIGH WATER, (LARGE MUD PUDDLE).
77	SNOW BANK.
78	CHUCKHOLE IN ROAD, LOW OR HIGH SHOULDER AT PAVEMENT EDGE.
79	CUT SLOPE OR DITCH EMBANKMENT.
80	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE, INCLUDES LOST LOADS.
81	STRUCK BY OTHER MOVING OR FLYING OBJECT.
82	VEHICLE OBSCURED VIEW.
83	VEGETATION OBSCURED VIEW.
84	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, TENT, BUILDING, ETC..
85	WIND GUST.
87	FIRE OR EXPLOSION.
88	FENCE OR BUILDING, INCLUDING PHONE BOOTH OR SIMILAR, (RR SIGNAL BOX OFF ROADWAY).
89	ACCIDENT RELATED TO ANOTHER SEPARATE ACCIDENT.

OREGON HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION
CODES USED IN THE SINGLE ACCIDENT CHARACTERISTIC LIST

CODE ON RDWY	CODE OFF RDWY	CHARACTER OF ROAD INTERPRETATION
1	A	INTERSECTION OF STREETS AND/OR HIGHWAYS.
2	B	DRIVEWAY OR ALLEY ACCESS.
3	C	STRAIGHT ROADWAY.
4	D	TRANSITION, (CHANGE IN NUMBER OF LANES)
[illegible]	E	CURVE, (LEFT OR RIGHT).
[illegible]	F	OPEN ACCESS, TURNOUT, VIEW POINT, ETC.
7	G	GRADE, (HILL - UP OR DOWN).
8	H	BRIDGE STRUCTURE, (STREAMS, O-XING, U-XING)
9	I	TUNNEL.
0	J	UNKNOWN.

CODE	CAUSE INTERPRETATION
A	SPEED TOO FAST FOR CONDITIONS
B	DID NOT YEILD RIGHT-OF-WAY.
C	PASSED STOP SIGN OR RED FLASHER.
D	DISREGUARDED R-A-G TRAFFIC SIGNAL.
E	DROVE LEFT OF CENTER ON TWO-WAY ROAD.
F	IMPROPER OVERTAKING.
G	FOLLOWED TOO CLOSELY.
H	MADE IMPROPER TURN.
I	HAD BEEN DRINKING, OR UNDER INFLUENCE OF DRUGS.
J	OTHER IMPORPER DRIVING.
K	MECHANICAL DEFECT.
L	OTHER, (NOT IMPROPER DRIVING).

CODE	PREFIX INTERPRETATION
0	TWO-WAY, DIVIDED HIGHWAY, OR ONE-WAY COUPLET IN THE ADD MILEAGE DIRECTION
-	ONE-WAY COUPLET IN THE REVERSE DIRECTION
3	FRONTAGE ROAD
L	ONE-WAY FRONTAGE ROAD IN THE REVERSE DIRECTION
6	RAMP OR CONNECTION
0	RAMP OR CONNECTION IN THE REVERSE DIRECTION
8	TEMPORARY ROUTE
9	SPUR
R	SPUR IN THE REVERSE DIRECTION

RECORDS PRINTED

OREGON STATE HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION
COLLISION TYPE TALLY BY MILEPOST
HIGHWAY 18, WILLAMETTE HWY

MILEPOINTS = 48.33 - 56.00 PERIOD 1982 - 1984

PFX	MP	NO OF ACCIDENTS	FATALITIES	INJURIES	NO OF VEHICLES	ANG	HO	RE	SSM	SSO	TURN	NONC	FIXO	OTHER
0	044.69	1			2									1
0	045.96	4		4	6			1			1	1	1	
0	046.03	1			1								1	
0	046.46	1		3	1							1		
0	046.96	1			1								1	
0	048.01	1			1									1
	048.66	1			2						1			
0	048.96	1			1							1		
0	049.00	1			1									1
0	050.65	1		2	3			1						
0	050.73	1	1	4	2		1							
0	050.75	1		2	1							1		
0	050.96	7		9	10			1					5	1
0	051.01	1			1								1	
0	051.54	1		1	1							1		
0	051.96	2		6	4		1			1				
0	051.98	1		2	1								1	
	052.07	1		2	2		1							
0	052.22	1		2	1							1		
0	052.96	1		2	2			1						
0	053.00	1			1								1	

```
3/85                                 OREGON STATE HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION                      PAGE    2
                                                   COLLISION TYPE TALLY BY MILEPOST
                                                   HIGHWAY  18, WILLAMETTE HWY
                          MILEPOINTS = 48.33 - 56.00               PERIOD   1982 - 1984

                     NO OF                                NO OF
   PFX    MP       ACCIDENTS    FATALITIES INJURIES VEHICLES   ANG      HO      RE     SSM     SSO    TURN    NONC    FIXO   OTHER
    0   053.17           1                      1        1                                                           1
    0   053.20           1                      1        1                                                           1
    0   053.21           1                      2        3                                                                   1
    0   053.30           1                      1        1                                                   1
    0   053.50           1                      1        2                         1
    0   053.51           1                               2                                 1
        053.91           1                      1        1                                                   1
    0   053.96           1                               1                                                           1
    0   054.08           1                               1                                                           1
    0   054.40           1                      2        1                                                           1
    0   054.51           1                      1        2                                                           1
    0   054.53           1                               3                                         1
    0   054.73           1                      1        1                                                   1
    0   055.00           2                               3                                                           2
    0   055.12           1                      2        1                                                           1
    0   055.60           1                               1                                                           1
    0   055.61           1                      1        1                                                   1
        055.96           3                      2        5                         1                                 2
  FINAL TOTALS          52          1          55       76             3       6       1       2       2      10      23       5

   52   RECORDS TOTALED
```

OREGON STATE HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION
ACCIDENT CHARACTERISTICS SUMMARY
HIGHWAY 18, WILLAMETTE HWY
MILEPOINTS = 48.33 - 56.00 PERIOD 1982 - 1984

PFX	MP	NO OF ACCIDENTS	FATALITIES	INJURIES	NO OF VEHICLES	PED	BIC	HIT RDSIDE OBJECT	HIT DITCH/ BANK	HIT STRUCTURE	RR INVOLVED	ANIMAL	INTER SECTION	OFF ROAD
0	044.69	1			2									1
0	045.96	4		4	6				1			1		1
0	046.03	1			1			1						1
0	046.46	1		3	1									1
0	046.96	1			1									
0	048.01	1			1							1		
0	048.66	1			2									
0	048.96	1			1									
0	049.00	1			1							1		
0	050.65	1		2	3									1
0	050.73	1	1	4	2								1	
0	050.75	1		2	1									1
0	050.96	7		9	10			1		1				3
0	051.01	1			1			1						1
0	051.54	1		1	1									1
0	051.96	2		6	4									
0	051.98	1		2	1				1					1
0	052.07	1		2	2									
0	052.22	1		2	1									
0	052.96	1		2	2									

OREGON STATE HIGHWAY DIVISION - TRAFFIC ENGINEERING SECTION
ACCIDENT CHARACTERISTICS SUMMARY
HIGHWAY 18, WILLAMETTE HWY
MILEPOINTS = 48.33 - 56.00 PERIOD 1982 - 1984

PFX	MP	NO OF ACCIDENTS	FATALITIES	INJURIES	NO OF VEHICLES	PED	BIC	HIT RDSIDE OBJECT	HIT DITCH/ BANK	HIT STRUCTURE	RR INVOLVED	ANIMAL	INTER SECTION	OFF ROAD
0	053.00	1			1									
0	053.17	1		1	1					1				1
0	053.20	1		1	1					1				1
0	053.21	1		2	3									
0	053.30	1		1	1									1
0	053.50	1		1	2									
0	053.51	1			2									1
0	053.91	1		1	1									1
0	053.96	1			1									
0	054.08	1			1									
0	054.40	1		2	1				1					1
0	054.51	1		1	2									
0	054.53	1			3									
0	054.73	1		1	1									1
0	055.00	2			3				1					2
0	055.12	1		2	1									1
0	055.60	1			1									1
0	055.61	1		1	1									
0	055.96	3		2	5				1					2
FINAL TOTALS		52	1	55	76			3	5	3		3	1	25

52 RECORDS TOTALED

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - LOCATION UNIT PRO

TO: Gary Potter, Manager
Program Section

DATE: ~~June 17, 1985~~

FROM: Wayne Cobine
Wayne Cobine
Preliminary Design Engineer

SUBJECT: Eagle Creek-Salt Creek Tunnel Section
Willamette Highway
Lane County
Prefix 20-1932

RECEIVED
1 RDE
FDE
LE
SE
FPO
PDE
LPE
OTR
JUL 1 1
ROAD DESIGN SECTION

The subject project is in the current Six-Year Program for FY '86. The project is now tentatively scheduled for an August 22, 1985 letting date. The estimated cost of the project is $2,531,000, approximately 43 percent above the programmed amount of $1,774,000.

The location prospectus called for a 4-inch asphaltic concrete overlay, with one-half inch additional material for leveling purposes. The job, as received in the Location Unit, follows the initial scope of work but the estimated cost as noted above has increased substantially.

Would you please advise if additional funding is available for this Federal-aid Primary project, so we may complete the plans, specifications and estimates in time for the August 22 contract date or a letting shortly thereafter.

Your early response would be appreciated so we can prepare this project accordingly.

WFC:ja

cc Bob Pool
Duane Christensen
Jim Gix
Rick Kuehn

~~7~~-10-85

Wayne:
the job cannot be funded until after the start of the new Federal fiscal year (Oct 1). It can then be funded at $2.5 million because it is in the scope as stated in your letter. Recommend scheduling in Nov. or Dec.
GP

cc Christensen ✓
Gix
Al Hansen

PROGRAM SECTION
MANAGER GP RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ✓
JUN 21 1985
REFER TO Hank
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Hank -
pls discuss

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40268

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-17-84

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:
Eagle Creek - Salt Creek Tunnel Section

overlay

11. GENERAL DESCRIPTION OF WORK
Peliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Archeological salvage and utility Preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $45,900 - F.F. $40,460
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 8-10-84.

RECEIVED
STATE HWY ENGR
AUG 24 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
8/24

14. DATE 8/21/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Lane Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Eagle Creek-Salt Creek Tunnel

REGION 3 11-7-83

SURVEY AUTHORITY Hwy #18

AUTHORIZATION NO. 1

PREFIX 20-1932

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 30,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		6,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		1,000	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		1,000
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,000	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 45,900
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-29(14)

LOCATION ENGINEER'S REMARKS

This survey is for the preparation of plans and specifications for constructing an overlay over the subject section.

1 ✓

RECEIVED

2 E

2 R ROAD DESIGN SECTION

RECEIVED
STATE HWY ENGR
19 '83
REFER TO

NOTED
RICK KUEHN

PREPARED BY [illegible]	DATE 11-8-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE 12/14/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-17-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02136

SECTION Eagle Cr.-Salt Cr. Tunnel			REGION 3 11-7-83
STATE HIGHWAY # 18	HIGHWAY NAME Willamette	MILE POST FROM 48.33 TO 56.00	LENGTH 7.67
☐ URBAN ☒ RURAL	CITY	COUNTY Lane	ROAD/STREET NAME
ROUTE # 58	FEDERAL AID # 29	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ ~~30~~ 46	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY		$ 0	PAVING	(✓)	✓	ACRES	(#)	0
ROADWAY	$ ~~550~~ 1,420		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ Incl.		Safety Protection		✓	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ ~~220~~ 284		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ ~~770~~ 1.774	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ ~~800~~ [illegible]						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAP	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	2200	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

This is the final section of the 13 miles that was overlayed with 1½" of "E" mix in 1976 and has rapidly deteriorated. Maintenance has eaten up 1/2 of District 5's blade paving budget.

PROPOSED SOLUTION

A 4" overlay with Class "B" AC and 1/2" Class "C" AC for leveling.

REQUESTED, REGION ENGINEER X	DATE 11-7-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Eagle Cr.-Salt Cr. Tunnel

REGION 3 11-7-83

PROJECT JUSTIFICATION

This section is rated poor on the pavement presentation study. The very high maintenance costs of one year could have provided the match money for this overlay project.

ADMINISTRATION RECOMMENDATION

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Eagle Cr.-Salt Cr. Tunnel

REGION 3 11-7-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N		
CONDITIONAL USE	N	SENSITIVE LAND	N		
FLOOD PLAIN	N	CULTURAL RESOURCE	N		
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
STATE LANDS	N	SECTION 106	N		
GEOLOGY AND MINERALS	N	NOISE STUDY	N		
BUILDING	N	SECTION 4(F)	N		
SIGNALS	N	OLD (#)		NEW (#)	
UTILITIES		(LIST BELOW)			

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	)	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55 MPH	DESIGN STANDARDS AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				4			12	0	12			4				
				4			12	0	12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC		4"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 12/14/83

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Eagle Creek-Salt Cr. Tunnel

REGION
3 11-7-83

ESTIMATED RIGHT-OF-WAY IMPACTS

There is no right-of-way involved in this project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

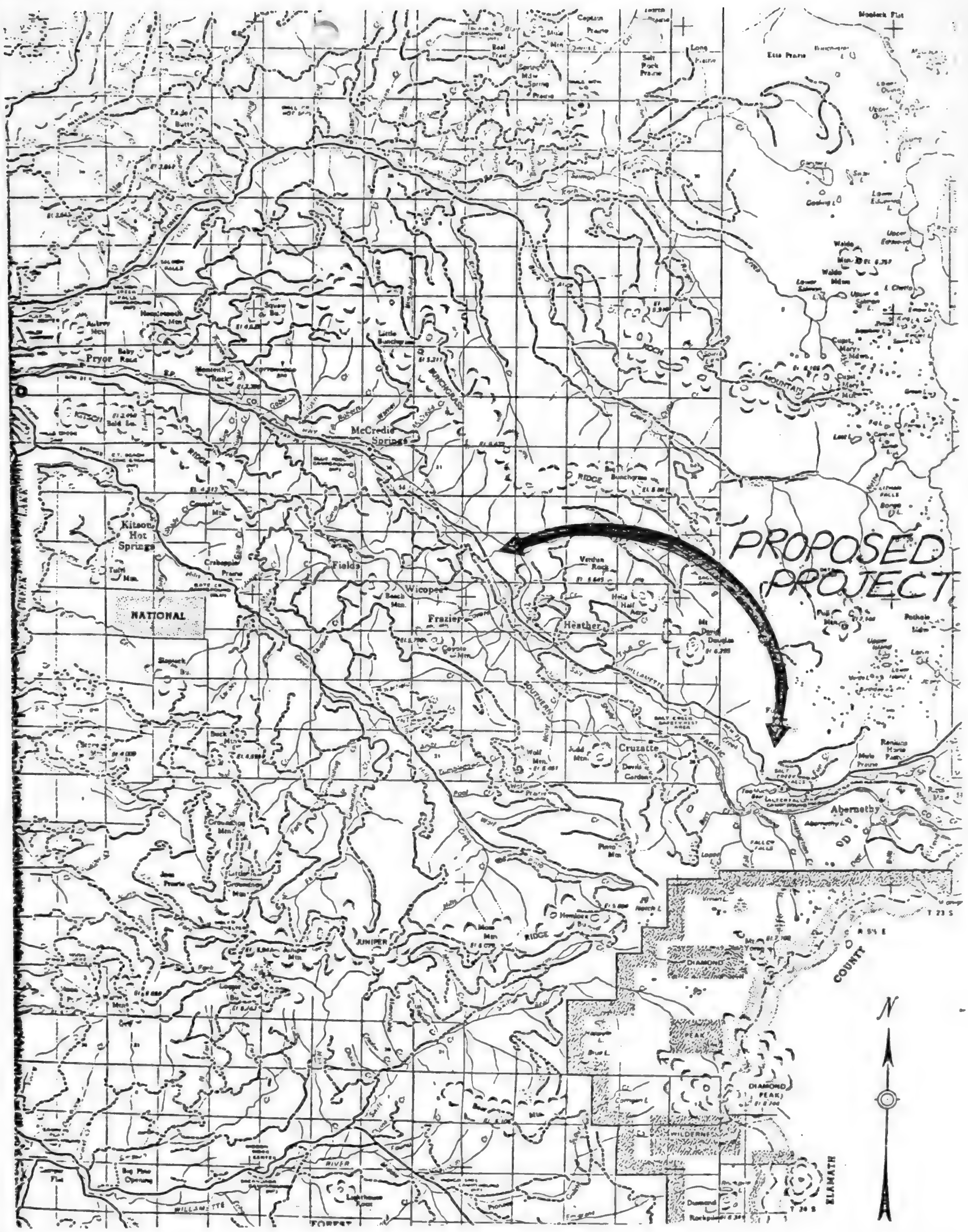
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY
x 11-8-83

TELEPHONE NUMBER
440-3379

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


PROPOSED PROJECT
Pryor
Baby Rock
McCredie Springs
Kitson Hot Springs
NATIONAL
Fields
Wicopee
Frazier
Heather
Cruzatte
Abernethy
Mt David Douglas
Verdun Rock
Little Bunchgrass
Big Bunchgrass
RIDGE
KITSON
SOUTHERN
PACIFIC
WILLAMETTE
JUNIPER
RIDGE
DIAMOND
PEAK
WILDERNESS
DIAMOND PEAK
COUNTY
KLAMATH
FOREST
RIVER
Waldo Mtn.
Captain Prairie
Moolack Flat
Long Prairie
Coyote Mtn.
Judd Mtn.
Wolf Mtn.
Groundhog Mtn.
Tufti Mtn.
N

1985 Sunnyview Rd. Guardrail 10,161
Project on Sunnyview Rd. (Grading,
& guardrail)

C&A 8537 11-1-85

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

Contract #10161

REGION NO. 10	REPORT NO. 1	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 07-29-87	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. HES-A581(1)
COMPLETION DATE (Actual) 01-23-86	ACCEPTANCE DATE BY CONRTACT AGENCY 08-25-86	TIME ELAPSED 73 %	CONTRACT TIME 40 CD

LOCATION
Sunnyview Road Guardrail project on Sunnyview Road about 2 miles east of Salem.

= ~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
AUG 26 '87
REFER TO
Fredrickson
FOR

9/1

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construct parapet and wingwall extension on the existing box culverts.

   B. Grading and aggregate base to widen shoulders.

   C. Construct guard rail.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Kip Construction Co.

3. Contract Amount: $35,737.82

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

FHWA FINAL INSP. 2/11/86

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engr	DATE 8/24/87	TITLE Dist Engr	DATE 8/26/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

September 10, 1986

CON 5 - #10,161

The Travelers Indemnity Company
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

On September 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,161 awarded to Kip Construction Co. for work on the Sunnyview Road Guardrail Project in Marion County.

Final payment on this contract is $1,847.29 and the total contract amount is $35,737.82. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Kip Construction Co.
86437 Greenbriar Drive
Eugene, OR 97402

Allison, DeBar, Getty & Noske
1339 Oak Street
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,161

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10161

TO: Commission Services DATE: August 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10161, On Site Work Substantially Completed January 23, 1986

All Work Completed April 8, 1986

Project Sunnyview Road Guardrail Project

Highway County Road (Sunnyview Road)

County Marion

Type of Work Grading and Guardrail

Contractor Kip Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-2-86 - Surety letter written.

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
[illegible] HWY ENGR
FEB 27 '86
REFER TO
FOR
In Reply Refer to
File No.:

Info	Inves	R/D	D/R	Sign	Act	File

CON 5
10161

DATE: February 20, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-A581(1)

Contract 10161, Work Completed January 23, 1986

Project Sunnyview Road Guardrail Project

Highway County Road (Sunnyview Road)

County Marion

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Feb 11, 1986

Christianson

Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
FEB 21 1986
OREGON DIVISION

734-2023 (2-85)

10,161

FMBL042-1

RUN 12/17/85 22:46

PAGE

BILLING STATEMENT FROM HIGHWAY DIVISION
12/17/85

CUSTOMER NO: 0000132901-54

OREGON STATE TREASURY
MARION COUNTY #4718
SALEM OR 97301

CURRENT CHARGES

AGREEMENT	DESCRIPTION	CURRENT	PAST DUE	TOTAL
F03913-01	11/85 MARION CO/SUNNYVIEW RD GUARDRAIL	3.71	.00	3.71
TOTAL CHARGES		3.71	.00	3.71

TO ENSURE PROPER CREDIT, RETURN THE ATTACHED COPY OF THIS STATEMENT WITH YOUR REMITTANCE.

*** PLEASE REMIT TO ***

OREGON DEPARTMENT OF TRANSPORTATION (503) 378-5034
434 TRANSPORTATION BUILDING
SALEM OR 97310

V.E.
Authorized Signature.

Richard Dorn

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-108	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
PROJECT REPORT NUMBER		Project Number HES-A581(1)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 1985 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,800.00	$ 54,511.00
Federal funds	$ 8,820.00	$ 49,059.00
Other revisions		

This modification is made for the following reasons:

Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 13, 1985

Federal-Aid Project No. HES-A581(1)

Sunnyview Road Guardrail Project Section
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required			$ 9,800.00

Type Code SFTY
Guardrail & Retaining Wall

Mobilization	Lump Sum	All	Lump Sum	$ 3,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,000.00
Temporary Signs	Sq. Ft.	116	8.00	928.00
Temporary Barricades	Each	4	50.00	200.00
Flaggers	Hour	160	18.00	2,880.00
Clearing & Grubbing	Lump Sum	All	Lump Sum	3,452.00
Stone Emankment	Cu. Yd.	785	10.00	7,850.00
1"-0 Aggregate Base	Ton	180	11.00	1,980.00
Guardrail, Type 2A with 8-Ft. Posts	Lin. Ft.	575	12.00	6,900.00
Guardrail Anchors, Type 1	Each	4	400.00	1,600.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Delineators, Type 4	Each	6	20.00	120.00
Special Wall Backfill	Cu. Yd.	30	20.00	600.00
Structural Concrete, Class 3300	Lump Sum	100%	Lump Sum	3,000.00
Reinforcement	Lump Sum	100%	Lump Sum	450.00
				$ 37,860.00

Anticipated Items

Roadside Seeding & Mulching	All Required		$ 1,000.00
EEO/Labor Compl. Mntr.	(0.5%)		189.30
			$ 1,189.30
		Subtotal	$ 39,049.30
		Engineering	5,662.70
		Total	$ 44,712.00

Length of Project 0.06 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,800.00	$ 8,820.00	$ 980.00
Contract Work	44,712.00	40,240.00	4,472.00
Total	$ 54,512.00	$ 49,060.00	$ 5,452.00

Group 011: 100%
Contract No. C10,161
Prefix: No. C-224-1912
Prefix: No. C10161
Appn Code: 141
DDB:bkb

6-47/25

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 10, 1985

FEDERAL AID PROJECT NO. HES-A581(1)

Sunnyview Road Guardrail Project
Marion County Road

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required		$ 9,800.00

Type Code SFTY
Guardrail

Mobilization	Lump Sum	All	Lump Sum	$ 3,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,000.00
Temporary Signs	Sq. Ft.	116	8.00	928.00
Temporary Barricades	Each	4	50.00	200.00
Flaggers	Hour	160	18.00	2,880.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	3,452.00
Stone Embankment	Cu. Yd.	785	10.00	7,850.00
1"-0 Aggregate Base	Ton	180	11.00	1,980.00
Guardrail, Type 2A with 8-foot Posts	Lin. Ft.	575	12.00	6,900.00
Guardrail Anchors, Type 1	Each	4	400.00	1,600.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Delineators, Type 4	Each	6	20.00	120.00
Special Wall Backfill	Cu. Yd.	30	20.00	600.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	3,000.00
Reinforcement	Lump Sum	All	Lump Sum	450.00
				$ 37,860.00

ANTICIPATED ITEMS

Roadside Seeding and Mulching	All Required	$ 6,000.00
EEO/Labor Compliance Monitoring (0.5% Const. Amt.)		189.30
		$ 1,189.30
	Subtotal	$ 39,049.30
	Engineering	5,661.70
	Total	$ 44,711.00

Length of Project ----------------- 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 9,800.00	$ 8,820.00	$ 980.00
Guardrail	44,711.00	40,239.00	4,472.00
TOTAL	$54,511.00	$49,059.00	$5,452.00

Group 011: 100%
Contract No. 10161
Prefix: C224-1912 (P.E.)
C10161 (Const.)
Appn.: 141
DRH:me

TO BE COMPLETED BY FHWA		
10-139	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 10-21-85	STATE Oregon COUNTY Marion PROJECT NO. HES-A581(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sunnyview Road @ Little Pudding River Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		0.06
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,800.00	$ 8,820.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~XX~~ For: L. W. Rulien, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator OCT 21 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

Oregon State Highway Division
Salem, Oregon October 3, 1985

Federal-Aid Project No. HES-A581(1)

Sunnyview Road @ Little Pudding River Section
County Road
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 9,800.00
		Total	$ 9,800.00

Length of Project ------------------- 0.06 mi.

Federal Funds (90%)	$ 8,820.00
State Funds	980.00
Total	$ 9,800.00

Group 010: 0%; Group 011: 100%
Prefix: C----
Appn Code: 141

DDB:me

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

December 3, 1985

Oregon State Treasurer
ATTN: CHERYL GRIFFITH
Local Government Investment Pool
Room 159, State Capitol Building
Salem, Oregon 97310

RE: Sunnyview Road Guardrail
Contract/Agreement No. 8537

Dear Ms. Griffith:

You have on file a "Limited Power of Attorney" authorizing the Oregon State Highway Division to withdraw funds from the Local Government Investment Pool (Account No. 4718) for Marion County's share of costs of the above-referenced project.

Funds in the amount of $4,500 for the subject project were transferred directly to the Local Government Investment Pool by the Marion County Treasurer on December 3, 1985.

Sincerely,

Robert J. Hansen
Director of Public Works

CAG:dc

cc: Highway Accounting
Gary Potter ✓
Board of Commissioners
Ralph Grim
Earl Horton
Jim Sears

Attachment

1203form.cag

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 05 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

November 22, 1985

PRO

Robert Hansen
Director of Public Works
Marion County
Senator Bldg.
220 High Street S.E.
Salem, OR 97301

Dear Mr. Hansen:

On November 21, 1985 we received a satisfactory bid from Kip Construction Company, 86437 Greenbriar Drive, Eugene, Oregon 97402 for Sunnyview Road Guardrail Project.

The miscellaneous contract agreement no. 8537 requires the county to pay the matching funds for this construction. The county's share is computed as follows:

Contractor's Bid		$37,860.00
Anticipated Additional Items:		
Roadside Seeding & Mulching	$1,000.00	
EEO/Labor Complaince Monitoring (0.5%) of Contract Amount)	189.30	1,189.30
Subtotal		$39,049.30
Contingencies (4-1/2%)		1,757.22
Engineering (10%)		3,904.93
Total Construction Cost		$44,711.45
County's Share (10%)		4,471.14
Rounded		$ 4,500.00

Please submit your $4,500, which should arrive not later than December 13, 1985 using one of the three options for payment described in the attachment.

Very truly yours,

Richard L. Dorn, P.E.
Special Programs Coordinator
Program Section

RLD:me
Attachment
bcc w/AD #85-138: Richard T. Sjolander, Region 2
V. E. Skoog - Please return completed AD #85-138 when completed.
Gary Potter
Donald L. Trout

Received 12-3-85 RLH
LGIP A.H.

jc

7-9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-A581(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 60004

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 30, 1985

8. FEDERAL ROUTE NUMBER FAS A 581

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Sunnyview Rd. @ Little Pudding River Section

11. GENERAL DESCRIPTION OF WORK Guardraill

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 10-30-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 10-29-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $40,257; Federal Funds $36,231.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
NOV 5 '85
REFER TO Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | File

Orig. to 11/6

14. DATE 11/4/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

November 1, 1985

AGR 4

Board of County Commissioners
Marion County Courthouse
Salem, OR 97301

MISC. CONTRACTS and
AGREEMENTS No. 85[illegible]

Attention: Al Davidson
County Clerk

Attached for your files is a fully executed copy of an agreement for installation of a guardrail, a retaining wall and some embankment work at the intersection of Sunnyview Road and Little Pudding River.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

slp
Attachment

bc: Gary Potter ~~(agreement attached~~)

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

INTEROFFICE MEMO
PRO 6

TO: E. S. Hunter, Acting
State Highway Engineer

DATE: August 9, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Sunnyview Road @ Little Pudding River

Marion County has requested a project to install guardrail at the subject location. Also included will be a retaining wall and some embankment.

Construction will be performed by contract. Preliminary and construction engineering will be performed by state and county forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
County	Sunnyview Rd. @ Little Pudding River Marion County	$42,000	$37,800	0	$4,200

The project has been investigated and is eligible for funding under Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

Attachment

RHB:dpy

APPROVED:

E S Hunter

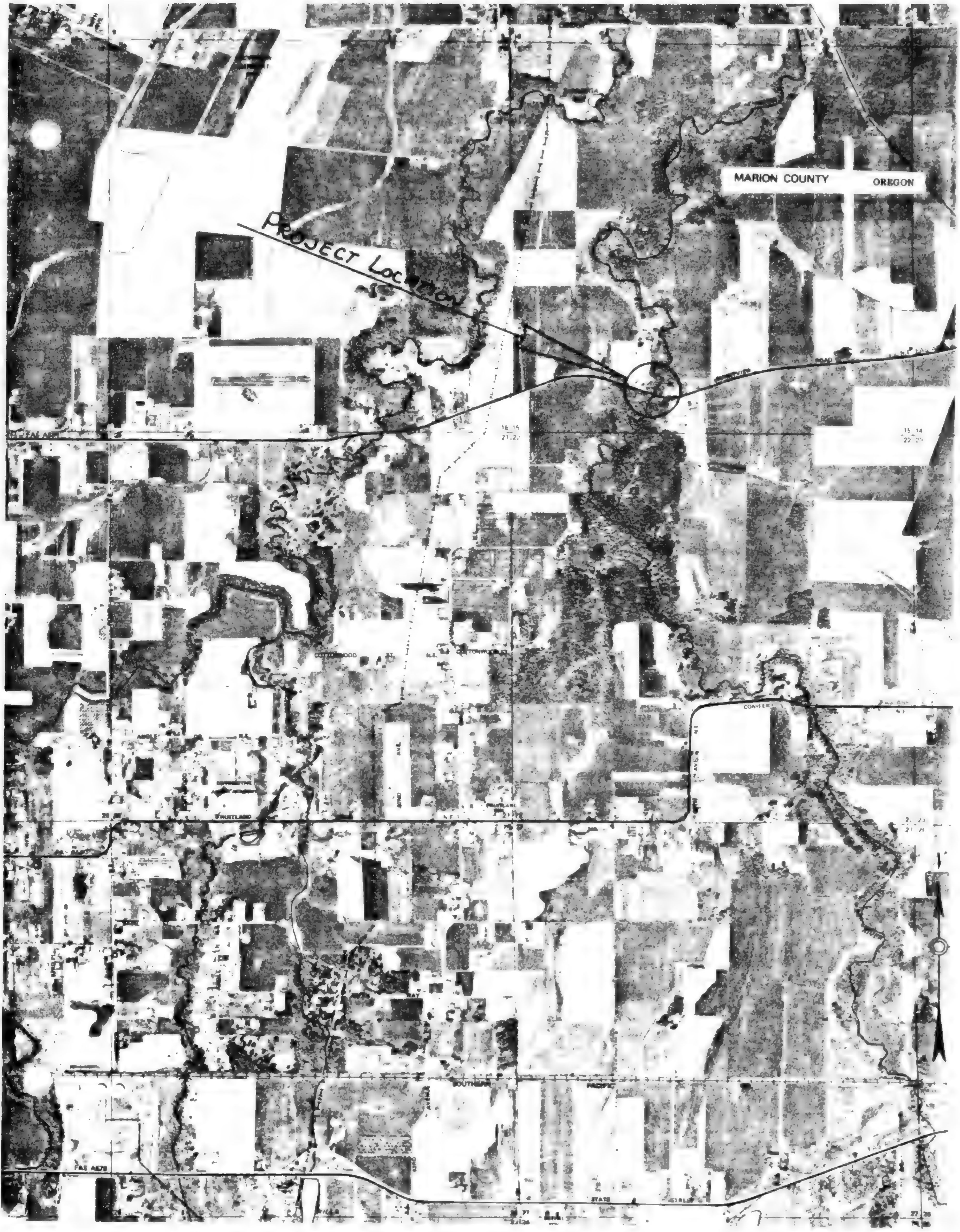
Acting State Highway Engineer

DATE: 8-12-85

RECEIVED
STAT HWY ENGR
AUG 12 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8/12/85
Original to Gormsen
cy: L.E. George
Accounting
Gen. Files

81-125-1387


MARION COUNTY OREGON
PROJECT LOCATION

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: SUNNYVIEW ROAD AT LITTLE PUDDING RIVER SECTION

DATE: October 29, 1985

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

Mid Willamette Valley Council of Governments

☐ No significant conflict with the plans, policies or programs of state or local government have been identified.

☒ Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state and/or local government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

OR 850919-031-2

Dolores Streeter
Clearinghouse Coordinator

IPR #3
cc:FHWA

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

[illegible]

OCT 23 1985

Marion County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850919-031-2

Return Date: OCT 25 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

If the project would require the removal, fill, or alteration of 50 cubic yards or more of material within the banks of the waterway(s) or wetland area(s), we urge the applicant to apply for state removal or fill permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805.

Thank you for the opportunity to comment on this project.

Agency [illegible]

By

IPP #2

Phone Number 8-3805

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 1024
County Marion

Attention: Right-of-way Section

Subject: Federal Aid Project No. HES Prefix C-224-1912

Project Name Sunnyview Road Guardrail Project

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

RECEIVED
Region 2 Right of Way
OCT 15 1985
☐ SA ☐ PM ☐ RA ☐ F ☐ SE ☐ RS

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within ,the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 24th day of October, 1985

County of MARION

Gary Kaus
County [illegible]/Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

Approved as to form:
Asst. Legal Counsel
10/24/85

Certified By: Douglas J. Luth
Regional Right-of-Way Supervisor
Date 10-28/85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

October 16, 1985

Richard Sjolander
Region Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Bldg.
2960 State St.
Salem, Oregon 97310

RE: Sunnyview Road Guardrail Project

Dear Mr. Sjolander:

This office has discussed the Sunnyview Road guardrail project with the County Planning Department in regards to the embankment and retaining wall construction adjacent to the Little Pudding River. According to the Planning Department, a Flood Plain Development permit is not required for this project.

If you have any questions, please call Dave Chamness at 588-5036.

Sincerely,

Robert J. Hansen
Director of Public Works

DRC:dc

cc: Russ Nebon

1016rsosh.drc

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

October 15, 1985

Richard Sjolander
Region Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Bldg.
2960 State Street
Salem, Oregon 97310

RE: Sunnyview Road
Construction-Finance
Agreement No. 8537

Dear Rick:

Attached are three original contracts for the subject contract. The Marion County Board of Commissioners approved the agreement at their October 9, 1985, Board meeting. Please return one fully executed copy to this office, for filing with the County Clerk.

Our grading, guardrail and retaining wall design is presently being reviewed by Region location. We are still anticipating the State opening bids on November 21, 1985. Marion County will be providing the construction engineering for this project.

Sincerely,

Byron D Meadows

Byron D. Meadows
Senior Civil Engineer

BDM:dc

Attachment

1015sjosh.bdm

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-A581(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 60004

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
October 8, 1985	FAS A581	County Road

10. GENERAL LOCATION:
Sunnyview Rd. @ Little Pudding River Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- *☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $9,800; F.F. $8,820
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated 10-3-85.

RECEIVED
STATE HWY ENGR
OCT 16 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
10/16

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/15/85	G. K. Hessner	For Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 3, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 60004
Project No. HES-A581(1)
Sunnyview Rd. @ Little Pudding River Section
County Road
Marion County

Attached data consists of PR-1 forms with Collision Diagram, photo's, and location map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $9,800 with an obligation of $8,820 in federal funds.

DDB:me
Attachment
cc: L. E. George, Traffic, w/attach.
W. G. Anhorn, Region 2, w/attach.
General Files

HES-3(18)
MARION CO.

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
400 SENATOR BUILDING, 220 HIGH ST. N.E., SALEM, OREGON 97301 Telephone (503) 588-6177

CHAIRPERSON: GARRY KANZ
COMMISSIONER, MARION COUNTY
• VICE CHAIRPERSON: STANLEY CHRISTENSEN
YAMHILL COUNTY
SOIL & WATER CONSERVATION DISTRICT
• DIRECTOR ALAN H. HERSHEY

COG FILE #: HT-1637

September 20, 1985

Gary Potter, Manager
Program Management Section
Oregon State Highway Division
206 Transportation Building
Salem, OR 97310

SUBJECT: A-95 REVIEW SUNNYVIEW ROAD @ LITTLE PUDDING RIVER SECTION

This letter acknowledges receipt of your Application for Federal Assistance. We received it on September 20, 1985.

The Council of Governments, acting as a Regional Clearinghouse, will distribute copies to interested local agencies for review and comment in accordance with Executive Order 12372. We may also be making a staff review of your project.

We will forward our response, along with any comments made by the local agencies, within 45 days to Intergovernmental Relations Division (IRD). IRD will submit the comments to the Federal agencies and to the applicant.

If you have any questions about the procedure used in this review, please contact me at 588-6177. To facilitate our coordination efforts, please include the COG File Number (upper left corner of this letter) in any correspondence with us regarding this review.

Sincerely,

Linda Warren

Linda Warren
Clearinghouse Coordinator

lw

cc: Delores Streeter, State Clearinghouse Coordinator

RECEIVED
SEP 24 1985
Federal Aid Unit

MEMBER GOVERNMENTS—COUNTIES: Marion, Polk, Yamhill **CITIES:** Aumsville, Aurora, Carlton, Dallas, Dayton, Dundee, Gervais, Hubbard, Independen
Jefferson, Keizer, Lafayette, McMinnville, Monmouth, Mt. Angel, Newberg, Salem, Sheridan, Silverton, Stayton, Sublimity, Willamina, Woodburn **SPECIAL DISTRICTS:**
Chemeketa Community College, Salem School District 24J, Jefferson School District 14J, Marion County Fire District #1, Marion County Education Service Dist
Yamhill County Education Service District, Salem Area Mass Transit District, Soil & Water Conservation Districts of Marion, Polk and Yamhill Counties

PROGRAM SECTION
DISTRIBUTION LIST
SEPTEMBER 25, 1985

FHWA
√STATE HIGHWAY ENGINEER
RIGHT OF WAY SECTION
ROAD DESIGN SECTION (3)
ENVIRONMENTAL SECTION
BRIDGE SECTION
AERONAUTICS DIVISION
FEDERAL AID UNIT
REGION 2 ENGR.: W.G. ANHORN*
DIST. 3 MAINT SUPERVISOR: JOHN GUNTER

*INFORM P.M.

L. W. RULIEN

RECEIVED
STAT HWY ENGR
SEP 25 '85
REFER TO
FOR
Info Leave R/B D/R Sign Act File

10,161

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 18, 1985

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
Attn: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. N.E.
Salem, OR 97301

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Sunnyview Road @ Little Pudding River
Highway: Co. Rd., (Sunnyview Rd.) Salem
County: Marion

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be November 5, 1985.

DDB:me
Attachments
bc: D.E. Wilken, FHWA
R.N. Bothman
Paul Singer
J.B. Boyd (2)
D.O. Christensen (3)
Cam Gilmour
W.J. Hart
Reg. 2 Engr.: W.G. Anhorn
Dis. 3 Maint. Supervsr.: John Gunter
Aeronautics Division
David Powers, Parks
Don Baker

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 Gary Potter	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Sunnyview Road @ Little Pudding River Section	
11	12] PROJECT LOCATION—CITY Co. Rd. (Sunnyview Road) Salem	PROJECT LOCATION—COUNTY Marion PROJECT LOCATION [79 SEC: T: R:
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)	
06	12] Install guardrail and retaining wall. (See attached part 3 of Project [71	
07	12] Prospectus and location map.) [71	
08	12] [71	
09	12] [71	
10	12] [71	

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	28,710		3,190	- - -		31,900.00

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Sept. 18, 1985

(D) REVIEW REQUIRED Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 November 43] DAY [44 5 45] YEAR [46 1985

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date Sept. 18, 1985*

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 03630

SECTION
Sunnyview Road Guardrail Project

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Less than an acre or no right-of-way would be required. A temporary construction easement would be required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There would be no impact on land use because of the small amount of right-of-way required. The project would not be regulated by the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would be unaffected. Traffic safety would be improved by preventing vehicles that have lost control on a sharp curve from going over a high, steep bank.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The south shoulder will be widened in the vicinity of the Little Pudding River. A 75 foot retaining wall at the toe of the existing slope is proposed in order to avoid impacts to the river and avoid lengthening the culvert. Other wetlands may be present in the flood plain but encroachment is unlikely. No other natural resources appear to be affected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None present.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None appear to be present.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

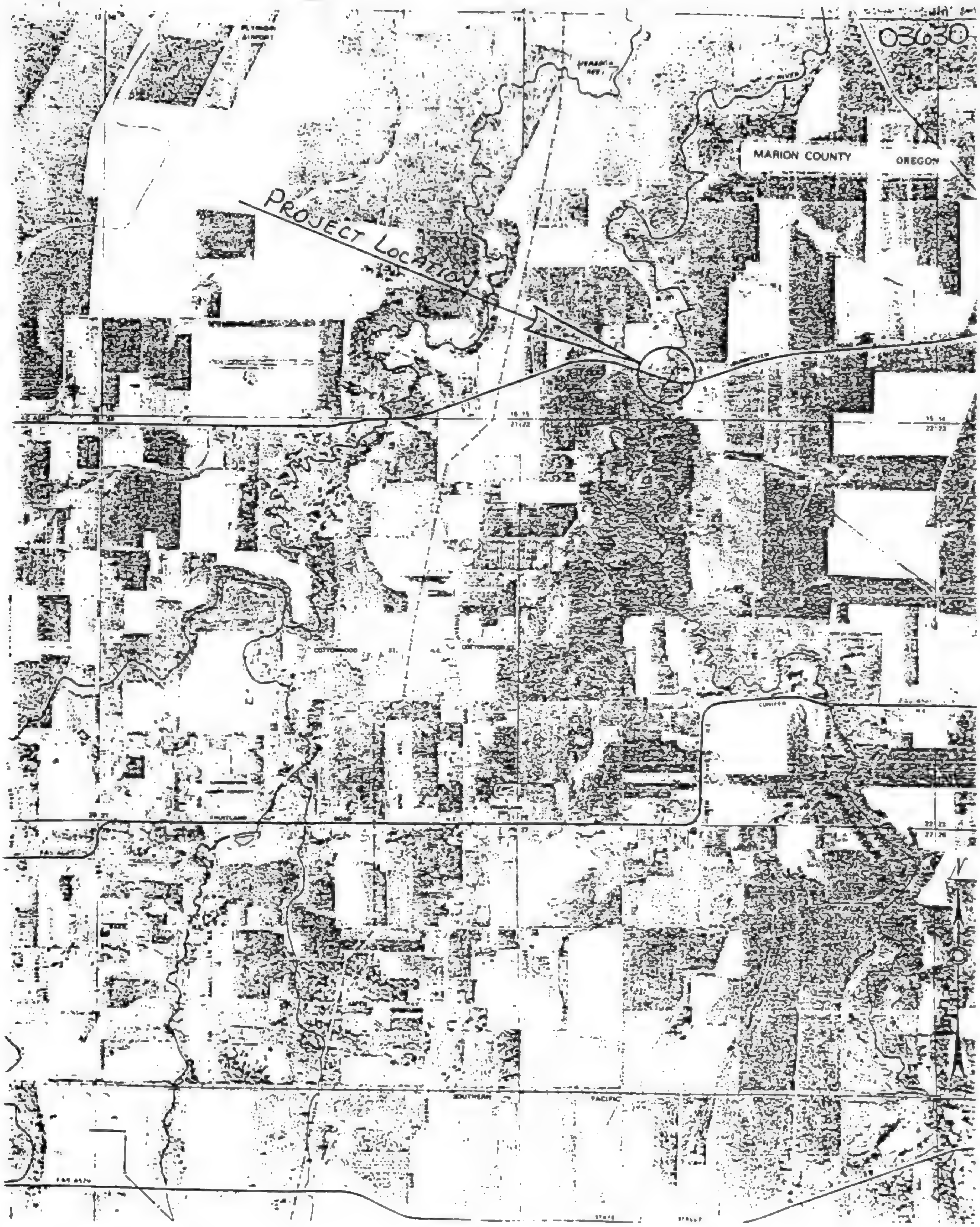
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a safety improvemen with little or no additional required right-of-way and minimal impact potential.

OTHER DOCUMENTATION

Floodplain Permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Brian Gregor	378-2626	


03630
MARION COUNTY
OREGON
PROJECT LOCATION
16 15
21 22
15 14
22 23
SOUTHERN
PACIFIC
N

10,161

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 03630

SECTION Sunnyview Guardrail Project
HIGHWAY N.A. - **NO.** Co. Rd
COUNTY Marion **NO.** 24
REGION 2
AUTHORIZATION NO. 1
PROJECT EA C 224-1912
DATE 9-12-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICE		–		914 UTILITY LIAISON	7783	200	200
		–					
		–		915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	5,000	5,000	916 PHOTOGRAMMETRY SERVICES	7142		
	N/A	–		917 INVENTORY NEEDS	[illegible]		
902 CITIZEN'S INVOLVEMENT	N/A	–		920 PROJECT PROGRAMMING	06(00)	200	200
903 FINAL DESIGN BRIDGE AND FOUNDATION	74(– –)			921 SPECIFICATIONS AND ESTIMATES	7200	2,000	2,000
	7420			923 ENVIRONMENTAL STUDIES	75(– –)		
					75(– –)		
904 PRELIMINARY DESIGN	7110				2061	200	200
				925 AIR MONITORING	7510		
905 FINAL DESIGN	73(00)	1,000	1,000	927 FREE BRIDGE DESIGN	74(– –)		
906 REDESIGN	73(– –)				74(– –)		
907 T.P.D.I. DESIGN	73(31)	500	500	929 FREE BRIDGE SPECIFICATIONS	7200		
908 FIELD TESTING		–		933 BASE DESIGN	7141	200	200
909 RIGHT-OF-WAY DESCRIPTION	751			934 GEOTECHNICAL INVESTIGATION	7120		
910 RIGHT-OF-WAY MAPS	771			937 HYDRAULIC STUDIES	7143		
911 SIGN AND SIGNAL DESIGN	76(– –)			949 SYSTEM STUDIES	N/A		
	76(– –)			960 PROCESS PROJECT PROSPECTUS	7144	100	100
				961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(– –)			962 RECONNAISSANCE SURVEYS	71(– –)		
913 RIGHT-OF-WAY LIAISON		–		963 REVIEW FIELD SURVEYS	7143	100	100

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 31 1985
REFER TO Dorn
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (cont.)

KEY ID# 03630

SECTION Sunnyside Guardrail Project

REGION 2

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	1000 F	300	300				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

	TOTALS	$ 9,800	$ 9,800
RIGHT-OF-WAY EA	PE FUNDING Federal	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	HES-A581(4)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE 7-3-85	APPROVED, ASST. HIGHWAY ENGINEER X	DATE
RECOMMENDED, REGION ENGINEER x William [illegible]	DATE 7-18-85	REC. OR STATE HIGHWAY ENGINEER APPROVAL DATE S.H E. 8-12-85	
RECOMMENDED, LOCATION ENGINEER	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-8-85	

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 03630

REGION 2

SECTION: Sunnyview Road Guardrail Project

STATE HIGHWAY # ~~N.A.~~ 1024	HIGHWAY NAME N.A. - County Road	MILE POST FROM - TO -	LENGTH 320'
☐ URBAN ☒ RURAL	CITY N.A.	COUNTY Marion	ROAD/STREET NAME Sunnyview Road
ROUTE # ~~N.A.~~	FEDERAL AID # ~~N.A.~~ FAS-A581	APPLICANT (IF OTHER THAN STATE) Marion County	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 10.1 ~~3.7~~	GRADING	(✓)	X	FILES	(#)	1
RIGHT OF WAY		$ 0	PAVING	(✓)		ACRES	(#)	0.1
ROADWAY	$ 8.6		STRUCTURES	(✓)	X	RELOCATIONS	(#)	0
STRUCTURES	$ 6.4		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 0		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	A
ILLUMINATION	$ 0		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	A
TEMPORARY PROTECTION	$ 1.1		Guardrail		X	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
Guardrail	$ 10.3		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 5.5		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 31.9	WORK TYPE	(1-12)	8	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 42 ~~25.6~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/86	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC	1700 ~~950~~	2500 ~~1200~~
YEAR OF AVERAGE DAILY TRAFFIC	1985	2005 ~~2000~~

DEFINE THE PROBLEM

This section of Sunnyview Road crosses ~~Blossom Creek~~ Little Pudding River ? on a 20 foot embankment with 1½ to 1 sideslopes. There were two traffic accidents at this location on January 14, 1985. Both accidents involved a single vehicle running off the road. One accident resulted in a fatality.

PROPOSED SOLUTION

Install guardrail along both shoulders. A retaining wall and some additional embankment will need to be constructed in order to provide adequate shoulders.

REQUESTED, REGION ENGINEER X William DATE 7-18-85

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X DATE

TRANSP. COMM. APPROVAL DATE | PROGRAM YEAR | FUNDING

734-1811 (7-83)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 03630

REGION 2

SECTION Sunnyview Road Guardrail Project

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	A
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	E	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	0	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

COMPANIES
Portland General Electric
Pacific Northwest Bell

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				5 6' ~~5~~			10.5 11' ~~10.5~~	×	10.5 11' ~~10.5~~			5 6' 5				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Sunnyview Road Guardrail Project	KEY ID # 03630 REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Less than an acre or no right-of-way would be required. A temporary construction easement would be required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There would be no impact on land use because of the small amount of right-of-way required. The project would not be regulated by the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would be unaffected. Traffic safety would be improved by preventing vehicles that have lost control on a sharp curve from going over a high, steep bank.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The south shoulder will be widened in the vicinity of the Little Pudding River. A 75 foot retaining wall at the toe of the existing slope is proposed in order to avoid impacts to the river and avoid lengthening the culvert. Other wetlands may be present in the flood plain but encroachment is unlikely. No other natural resources appear to be affected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None present.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None appear to be present.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a safety improvement with little or no additional required right-of-way and minimal impact potential.

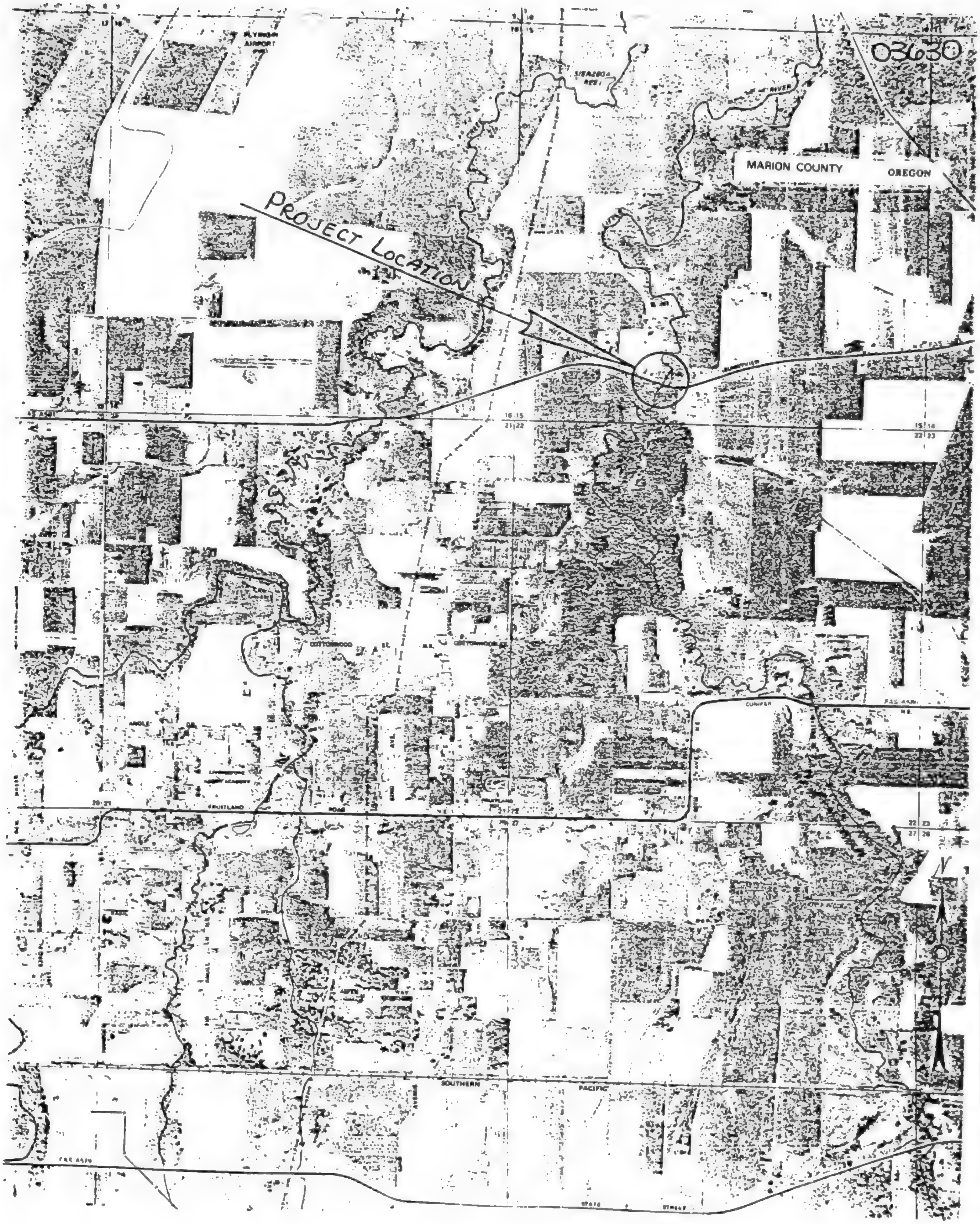
OTHER DOCUMENTATION

Floodplain Permit

PREPARED BY X Brian Gregor	TELEPHONE NUMBER 378-2626	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

03630



FLYING M AIRPORT
RIVER
MARION COUNTY
OREGON
PROJECT LOCATION
COTTONWOOD
JUNIPER
FRUITLAND
SOUTHERN
PACIFIC
N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

DATE: September 11, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Campbell M. Gilmour, Manager Ed Erickson
Environmental Section

SUBJECT: Project Environmental Classification Request
Sunnyview Road Guardrail Project
Sunnyview Road
Marion County
HES-A581(-)

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

CMG:gu

Attachments (4)

CONCUR:

For Division Administrator Date
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
September 19, 1985

cc: J. B. Boyd (3)
D. O. Christensen (3)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Dick Singer
Ron Noble
General Files
Bill Anhorn
Brian Gregor
William Fretwell
John Gunter
Don Keyes (8)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 03630

SECTION
Sunnyview Road Guardrail Project

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Less than an acre or no right-of-way would be required. A temporary construction easement would be required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There would be no impact on land use because of the small amount of right-of-way required. The project would not be regulated by the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would be unaffected. Traffic safety would be improved by preventing vehicles that have lost control on a sharp curve from going over a high, steep bank.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The south shoulder will be widened in the vicinity of the Little Pudding River. A 75 foot retaining wall at the toe of the existing slope is proposed in order to avoid impacts to the river and avoid lengthening the culvert. Other wetlands may be present in the flood plain but encroachment is unlikely. No other natural resources appear to be affected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None present.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None appear to be present.

RECOMMENDED PROJECT CLASSIFICATION

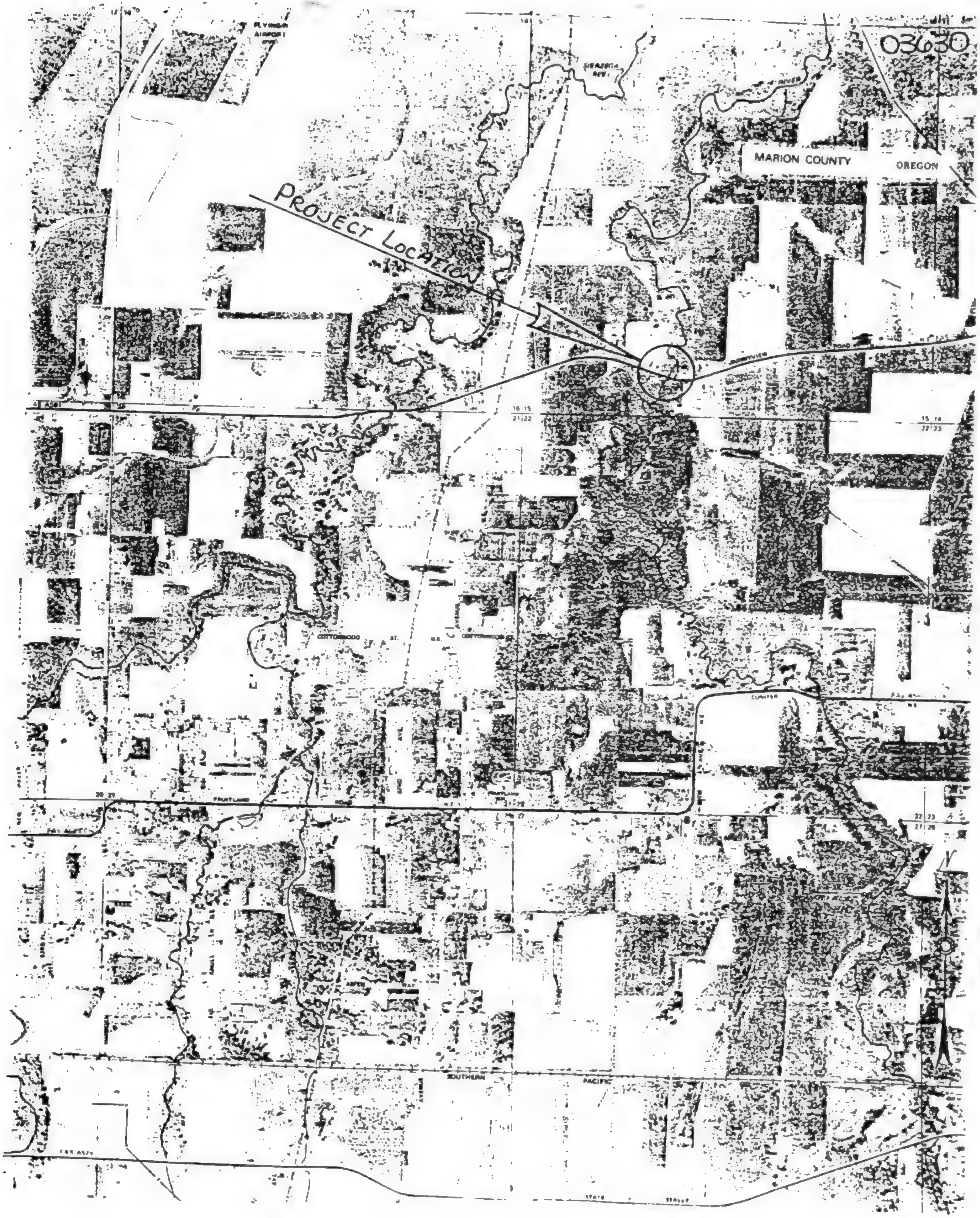
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a safety improvement with little or no additional required right-of-way and minimal impact potential.

OTHER DOCUMENTATION

Floodplain Permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Brian Gregor	378-2626	



03630
MARION COUNTY
OREGON
PROJECT LOCATION
RIVER
COTTONWOOD
ST.
COTTONWOOD
FRUITLAND
SOUTHERN
PACIFIC
STATE
STREET

Weaver
Bladorn

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

INTEROFFICE MEMO
PRO 6

TO: E. S. Hunter, Acting
State Highway Engineer

DATE: August 9, 1985

FROM: L. E. George
Traffic Engineer

RECEIVED
AUG 13 1985
TRAFFIC ENGINEERING

SUBJECT: Proposed Title II Hazard Elimination Program Project
Sunnyview Road @ Little Pudding River

Marion County has requested a project to install guardrail at the subject location. Also included will be a retaining wall and some embankment.

Construction will be performed by contract. Preliminary and construction engineering will be performed by state and county forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
County	Sunnyview Rd. @ Little Pudding River Marion County	$42,000	$37,800	0	$4,200

The project has been investigated and is eligible for funding under Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

NOTED
L. E. GEORGE

NOTED
J. O. BUTLER

Attachment

RHB:dpy

APPROVED:

ES Hunter
Acting State Highway Engineer

DATE: 8-12-85

NOTED BY
D. R. WEAVER

RECEIVED
STAT HWY ENGR
AUG 12 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8/12/85
Original to Gormsen
cy: L.E. George
Accounting
Gen. Files

81-125-1387

1985 Airlie Rd. Culvert & 10,162
Peterson Creek Br. Sec. of FAS A541
(Airlie Rd.) Grad, pav, & strs)

C+H 8068 6-27-84
1-3-85

8069 6-27-84
1-3-85

10,162

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 1/23/91**

COUNTY: Polk **AGREEMENT NO.: 8068 8069** **PROJECT NO.: RS-A541(1,2&3)**

CONTRACT NO.: 10,162 **SECTION: Peterson Cr. & M.P. 3.84 (Airlie Rd.) Bridges**

PRELIMINARY ENGINEERING PREFIX C527-199

	Participating	Nonparticipating
Project Manager	$ 6,157.22	$
Final Design	4,726.56	
R/W Descriptions	825.84	
Traffic Section	388.51	
Program Section	77.83	
R/W Liaison	121.53	
Location Section	60.24	
Engineering Graphics	125.00	
Environmental Section	115.26	
Structural Foundations	2,918.21	
Hydraulics	1,620.18	
Free Bridge Design	5,364.38	
Free Specifications	1,269.83	
Total P. E. Cost	$ 23,770.59	$ 0.00
Less Free Bridge Design & Specs.	-6,634.21	
Total P.E. Cost to County	$ 17,136.38	$ 0.00

RIGHT-OF-WAY PREFIX C527-2517

Property Appraisal	$ 1,293.26
Property Negotiations	1,502.53
R/W Relocation Activities	4.86
Sales Surplus Property	27.63
Title Processing	116.50
Land Purchases	318.00
R/W Descriptions	243.46
Program Section	40.86
	$ 3,547.10

PRELIMINARY ENGINEERING PREFIX C527-1992

Project Manager	$ 5,667.65	$
Region 2 Office	199.72	
Final Design	3,959.15	
R/W Descriptions	1,752.48	
R/W Liaison	66.06	
Location Section	330.76	
Program Section	77.83	
Administrative Services	25.61	
Structural Foundations	4,881.33	
Hydraulics & Base Design	1,370.72	
Free Bridge Design	4,408.00	7.20
Free Specifications	519.22	192.20
Total P. E. Cost	$ 23,258.53	$ 199.40
Less Free Bridge Design & Spec's	-4,927.22	-199.40
Total P. E. Cost to County	$ 18,331.31	$ 0.00

RIGHT-OF-WAY PREFIX C527-2516

Property Negotiations	$ 2,049.45
Property Appraisal	664.84
R/W Relocation Activities	32.04
Sale Surplus Property	227.89
Title Processing	173.99
Appraisal Review	226.32
Relocation Assistance	16.84
Land Purchases	771.50
Program Section	18.53
R/W Office Expense	61.40
R/W Description	247.72
	$ 4,490.52

CONSTRUCTION PREFIX C10162

Payment to Contractor	$ 207,900.84	$
Permanent & Temporary Striping (State)	1,031.90	
Interest on Final Payment		
Construction Section	840.26	
Region 2 Office	442.58	
Field Engineering	24,182.58	
Technical Services	1,791.43	
Materials Testing	4,071.19	
Permit Preparation	11.87	
Total Construction Cost	$ 240,272.65	$ 0.00

Summary:		
Participating P. E. Cost		$ 17,136.38
Participating P. E. Cost		18,331.31
Participating R/W Cost		3,547.10
Participating R/W Cost		4,490.52
Participating Construction Cost		240,272.65
Total Participating Cost		$ 283,777.96
Federal Funds:		
P.E. (88.15%)	$ 15,105.72	
P.E. (88.15%)	16,159.05	
R/W (88.15%)	3,126.77	
R/W (88.15%)	3,958.39	
R/W (88.15%)	211,800.34	-250,150.27
Subtotal		$ 33,627.69
Less State Share		-16,813.84
Less County's Advance Deposit		
Const. AD #85-130	$ 10,000.00	
Const. AD #85-139	6,600.00	-16,600.00
COUNTY'S BALANCE DUE		$ 213.85

MKS021.PK

Oregon Department of Transportation
AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER
02			

BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER

10/16/92

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	SEQ
01	0100	C5271992	012		927	504			3.60			
02	11	11	000		927	504			3.60	R		
03	0610	11	012		927	598			79.70			
04	0610	11	000		903	598			79.70	R		
05	11	11	012		929	11			76.81			
06	11	11	000		921	11			76.81	R		
07	11	11	012		927	11			4,019.10			
08	11	11	000		927	11			4,019.10	R		
09	0610	11	012		929	11			102.41			
10	11	11	000		929	11			102.41	R		
11	8054	11	050		143	550			82.65			
12	11	11	010		143	550			82.65	R		
13												
14												
							TOTAL					

12-90

REASON FOR REQUEST

UNDER ORS 366.155K the State WILL PROVIDE A BRIDGE, DESIGN Plans and Specifications at No Cost to County

PREPARED BY — TELEPHONE NUMBER

APPROVED BY

Michael K Shutts

734-1087 (9-89)

Oregon Department of Transportation
AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY 02	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER
BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	SFO
01	7200	C527-1993	012		929	001			124.34			
02	11	11	000		921	11			124.34	R		
03	0500	C527-1993	012		929	136			538.10			
04	0500	11	000		921	11			538.10	R		
05	7440	C527-1992	020		927	504			7.20			
06	11	11	010		903	11			7.20	R		
07	0500	11	020		929	136			45.80			
08	11	11	010		921	11			45.80	R		
09	7200	11	020		929	504			146.40			
10	7200	11	010		921	504			146.40	R		
11	7440	11	012		927	001			298.40			
	11	11	000		903	001			298.40	R		
13	7200	11	012		929	501			41.60			
14	11	11	000		921	501			41.60	R		
								TOTAL				

REASON FOR REQUEST

under ORS 366.155 K the state will provide
A BRIDGE DESIGN Plans and Specifications
at No Cost to County

PREPARED BY — TELEPHONE NUMBER

APPROVED BY
Michael K

734-1087 (9-89)

Oregon Department of Transportation
AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY 02	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER
BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	SFO
01	0610	C527-1993	012		927	598			1284.52			
02	11	11	000		903	598			1284.52	R		
03	0610	C527-1993	012		927	11			1069.41			
04	11	11	000		927	11			1069.41	R		
05	7420	11	012		927	001			38.94			
06	11	11	000		903	11			38.94	R		
07	7430	11	012		927	11			888.92			
08	11	11	000		903	11			888.92	R		
09	7440	11	012		927	11			2070.59			
10	11	11	000		903	11			2070.59	R		
11	11	11	012		927	504			12.00			
	11	11	000		903	11			12.00	R		
13	7200	11	012		929	001			607.39			
14	11	11	000		929	001			607.39	R		
								TOTAL				

REASON FOR REQUEST

UNDER ORS 366.155K the State will PROVIDE a BRIDGE DESIGN, Plans and Specifications at NO Cost to the County

PREPARED BY — TELEPHONE NUMBER

APPROVED BY

734-1087 (9-89)

10, 162

STATE OF OREGON **INTEROFFICE MEMO**

TO: Cam Gilmour
Program Section Manager

DATE: Dec. 27, 1990

FROM: Ken Husby
Region 2 Administrator

1/7/91 cy mailed
Copy: Ken Husby

SUBJECT: **PROJECT OVERRUN**
AIRLIE RD - PETERSON CR BR
CONTRACT NO. 10162

The subject federal aid secondary project was completed in 1986. The contract was administered by Bill Piete, Oregon State Highway Division. The project was to replace a bridge on Airlie Road with a pipe arch culvert. A dip in the road developed over the culvert shortly after construction. The dip was parallel to the culvert and extended the full width of the roadway.

In February, 1987, the Region 2 Geology Crew drilled two test holes to determine the condition of fill material. These explorations concluded that the native backfill around the culvert was not properly compacted. Extra Work Order no. 1 was written to allow the contractor to repair the backfill. The cost of this work was $20,991.24. Contract paid for this because aggregate backfill should have been specified for these conditions.

Also in 1987, settlement of the widening for guardrail-flares was caused by poor compaction and inadequate rip rap. The contractor was required to remove, subexcavate, and reconstruct these flares. The cost of this work was $6,462.28.

In addition to these Extra Work Orders, Mr. Piete's office overran the original engineering authorization by $17,600. Of this, $9,146.38 was non-participating.

FHWA has refused to participate in the extra work orders, saying they were necessitated by poor construction practices. The geology report also indicates that the failures were caused by poor construction practices. Because the State Highway Division was responsible to administer the contract, I reluctantly must agree to the non-participating cost.

Not due to county adding work not eligible for federal reimbursement

We are convinced that our foundation specs did not fit the local conditions, and our project inspection and project management was weak.

I request $38,599.90 be absorbed by the State and not passed on to Polk County. This is clearly the right thing to do.

Agreement says that Co. will absorb non-part. $. In this case this is not appropriate because County did nothing to cause overrun.

If you have any questions, please call Rick Sjolander.

KEH/RTS:lg

cc: Lee Franklin
Jeff Swanstrom

APPROVED
Cam Gilmour
PROGRAM MANAGER
Date 1/4/91

MGR. PROGRAM SECTION
Manager Cam Admin___ Res___
Program___ Fiscal ✓ Local___
JAN 3 1991
Refer To Don Aman
R/D___ D/R___ Act ✓
Discuss___ File___ Discard___

81-125-1367

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985          PAGE 1357

                                                                                 FISCAL              GRAND TOTAL
        DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE        TO DATE
                                      522  2514   707    00 P 1                                      2,264.62
                                      522  2514   712    00 P 1                                      1,636.31
                                      522  2514   716    00 P 1                                      4,500.00
                                      522  2514   920    00 P 1                        17.51           101.64
                                      522  2514   930    00 P 1                                      2,260.12
                                                  TOT       P1                         19.46       156,591.00
                                                  TOT       N1                                      19,885.16
                                           ** JOB TOTALS **              **            19.46  **   176,476.16 **

  SOAP CR BR-IND-ALBANY HWY       CONT NO    * FA PROJ NOS RS  A515001 100                                         STATE
                                      527  2511   296    00 N 9                                      5,789.53CR
                                      527  2511   297    00 N 9                                        364.64
                                      527  2511   298    00 N 9                                      5,424.89
                                      527  2511   401    00 P 1                                        566.00
                                      527  2511   404    00 P 1                                      2,854.00
                                      527  2511   405    00 P 1                                        200.00
                                      527  2511   407    00 P 1                                        426.59
                                      527  2511   412    00 P 1                                        304.99
                                      527  2511   413    00 P 1                                           .76
                                      527  2511   414    00 P 1                                      1,255.91
                                      527  2511   415    00 P 1                                         63.06
                                      527  2511   930    00 P 1                                        482.85
                                                  TOT       P1                                       6,154.16
                                           ** JOB TOTALS **              **                   **     6,154.16 **

  PETERSON CR-ARLIE CR BR         CONT NO      FA PROJ NOS RS  A541001 100                                         STATE
                                      527  2516   296    00 N 9      409.92CR      1,322.23CR        1,322.23CR
                                      527  2516   298    00 N 9      409.92        1,322.23          1,322.23
                                      527  2516   407    00 P 1        1.38CR        664.84            664.84
                                      527  2516   412    00 P 1         .07CR        265.56            265.56
                                      527  2516   414    00 P 1      685.21        1,132.24          1,132.24
                                      527  2516   430    00 P 1         .27CR         59.15             59.15
                                      527  2516   930    00 P 1         .28CR         61.40             61.40
                                                  TOT       P1       683.21        2,183.19          2,183.19
                                           ** JOB TOTALS **          683.21  **    2,183.19  **      2,183.19 **

  ARLIE RD MP 3.[illegible] BR    CONT NO      FA PROJ NOS RS  A541002 100                                         STATE
                                      527  2517   296    00 N 9      299.39CR      1,096.38CR        1,096.38CR
                                      527  2517   298    00 N 9      299.39        1,096.38          1,096.38
                                      527  2517   407    00 P 1        4.17        1,202.98          1,202.98
                                      527  2517   412    00 P 1       59.05           91.01             91.01
                                      527  2517   414    00 P 1      309.49          309.49            309.49
                                      527  2517   930    00 P 1       21.21           21.21             21.21
                                                  TOT       P1       393.92        1,624.69          1,624.69
                                           ** JOB TOTALS **          393.92  **    1,624.69  **      1,624.69 **
```

```
                        JOB COST SUMMARY RUN ON  11-15-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 11/10/90
                         FOR EXPENDITURE ACCOUNT C5272516

                                     CREW  MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--       ------ -------- ---------- ------ -----      -------       ----------
C5272516 000    415      001         7784                                   4.62
OBJ-DETAIL 001                                                              4.62

ACTIVITY   415                                                              4.62 SUBTOTAL

C5272516 000    420      001         7700                                 144.47
OBJ-DETAIL 001                                                            144.47

ACTIVITY   420                                                            144.47 SUBTOTAL

C5272516 000    421      001         7700                                  81.98
C5272516 000    421      001         7780                                   7.94
OBJ-DETAIL 001                                                             89.92

ACTIVITY   421                                                             89.92 SUBTOTAL

C5272516 000    439      001         7700                                 106.02
OBJ-DETAIL 001                                                            106.02

ACTIVITY   439                                                            106.02 SUBTOTAL

C5272516 000    920      001         0631                                  18.53
OBJ-DETAIL 001                                                             18.53

ACTIVITY   920                                                             18.53 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                   363.56

C5272516 011    899      299         0100                               2,183.19 ***
OBJ-DETAIL 299                                                          2,183.19

ACTIVITY   899                                                          2,183.19 SUBTOTAL

C5272516 011    910      001         7111                                 164.30
C5272516 011    910      001         7363                                  49.61
OBJ-DETAIL 001                                                            213.91

C5272516 011    910      030         7363                                  24.81
OBJ-DETAIL 030                                                             24.81

C5272516 011    910      560         7363                                   3.00
OBJ-DETAIL 560                                                              3.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                      JOB COST SUMMARY RUN ON  11-15-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 11/10/90
                        FOR EXPENDITURE ACCOUNT C5272516

                                          CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--        ------ -------- ---------- ------ -----        -------        ----------
ACTIVITY   910                                                              241.72 SUBTOTAL

C5272516 011      913      504        7111                                    6.00
OBJ-DETAIL 504                                                                6.00

ACTIVITY   913                                                                6.00 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                   2,430.91

EA         C5272516 TOTAL                                                 2,794.47


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE    29

                      JOB COST SUMMARY RUN ON  11-15-90
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 11/10/90
                        FOR EXPENDITURE ACCOUNT R54294

                                             CREW    MSA
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        CURRENT        BALANCE TO
--         ------ -------- ---------- ------ -----         MONTH            DATE
                                                          -------       ----------
R54294     000    414      001        7750                              [redacted]
OBJ-DETAIL 001

ACTIVITY    414                                                                    SUBTOTAL

R54294     000    420      001        7700                                   55.78
OBJ-DETAIL 001                                                               55.78

ACTIVITY    420                                                              55.78 SUBTOTAL

R54294     000    421      001        7700                                   52.23
R54294     000    421      001        7780                                    4.42
OBJ-DETAIL 001                                                               56.65

ACTIVITY    421                                                              56.65 SUBTOTAL

R54294     000    428      001        7700                                   13.82
OBJ-DETAIL 001                                                               13.82

ACTIVITY    428                                                              13.82 SUBTOTAL

R54294     000    899      299        7700
R54294     000    899      299        7750                                         ***
R54294     000    899      299        7750
R54294     000    899      299        7780                                         ***
R54294     000    899      299        7780
OBJ-DETAIL 299

R54294     000    899      350        7750                                  400.00
OBJ-DETAIL 350                                                              400.00

R54294     000    899      357        7780                                    8.00
OBJ-DETAIL 357                                                                8.00

ACTIVITY    899                                                             408.00 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                    675.16

EA          R54294 TOTAL                                                    675.16

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE    27

                          JOB COST SUMMARY RUN ON  11-15-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/10/90
                            FOR EXPENDITURE ACCOUNT R54293

                                          CREW   MSA         CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--         ------ -------- ---------- ------ -----         -------       ----------
R54293     000    414      001        7750                                  [redacted]
OBJ-DETAIL 001

R54293     000    414      267        7750                                  [redacted]
OBJ-DETAIL 267                                                               75.00

ACTIVITY    414                                                          [redacted] SUBTOTAL

R54293     000    415      001        7700                                   27.42
OBJ-DETAIL 001                                                               27.42

ACTIVITY    415                                                              27.42 SUBTOTAL

R54293     000    420      001        7700                                   27.64
OBJ-DETAIL 001                                                               27.64

ACTIVITY    420                                                              27.64 SUBTOTAL

R54293     000    421      001        7700                                   27.42
OBJ-DETAIL 001                                                               27.42

ACTIVITY    421                                                              27.42 SUBTOTAL

R54293     000    432      001        7740                                   47.33
OBJ-DETAIL 001                                                               47.33

ACTIVITY    432                                                              47.33 SUBTOTAL

R54293     000    470      001        7750                                   16.84
OBJ-DETAIL 001                                                               16.84

ACTIVITY    470                                                              16.84 SUBTOTAL

R54293     000    899      299        7700
R54293     000    899      299        7740
R54293     000    899      299        7750                                         ***
R54293     000    899      299        7750
R54293     000    899      299        7780                                         ***
OBJ-DETAIL 299

R54293     000    899      350        7750                                  350.00
OBJ-DETAIL 350                                                              350.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  11-15-90
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 11/10/90
                   FOR EXPENDITURE ACCOUNT R54293

                                       CREW   MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
R54293   000    899      357        7780                                  13.50
OBJ-DETAIL 357                                                            13.50

ACTIVITY    899                                                          363.50 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                               1,020.89

EA          R54293 TOTAL                                               1,020.89

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1985          PAGE 1130

                                                                             FISCAL           GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE      TO DATE

  ASH SWALE (BETHEL RD) BR      CONT NO    * FA PROJ NOS RS   A549001 100                                        STATE
                                  527    1988     296      00 N 9                                  22,256.32CR
                                  527    1988     297      00 N 9                                   2,051.83
                                  527    1988     298      00 N 9                                  20,204.49
                                  527    1988     901      00 P 1                                   4,759.03
                                  527    1988     905      00 P 1                                   4,418.36
                                  527    1988     907      00 P 1                                       2.40
                                  527    1988     918      00 P 1                                      12.90
                                  527    1988     920      00 P 1                                     266.36
                                  527    1988     921      00 P 1                                   1,769.05
                                  527    1988     922      00 P 1                                      32.58
                                  527    1988     926      00 P 1                                   4,413.93
                                  527    1988     927      00 P 1                                   5,605.60
                                  527    1988     932      00 P 1                                      48.32
                                  527    1988     933      00 P 1                                      29.73
                                  527    1988     937      00 P 1                                   1,562.32
                                                  TOT         P1                                   22,920.58
                                               ** JOB TOTALS **             **               **    22,920.58  **

  PLUM CREEK(BETHEL RD) BR      CONT NO      FA PROJ NOS RS   A549003 100                                        STATE
                                  527    1991     296      00 N 9      801.18CR     18,457.72CR    21,539.98CR
                                  527    1991     297      00 N 9      137.98        2,325.97       2,325.97
                                  527    1991     298      00 N 9      663.20       16,131.75      19,214.01
                                  527    1991     901      00 P 1       27.61CR      6,705.80       9,184.78
                                  527    1991     901      00 N 1                       26.32          26.32
                                  527    1991     905      00 P 1      579.91        6,002.69       6,002.69
                                  527    1991     906      00 P 1                        9.00           9.00
                                  527    1991     909      00 P 1       11.74        2,007.78       2,007.78
                                  527    1991     913      00 P 1         .73CR        161.07         161.07
                                  527    1991     918      00 P 1        1.72CR        389.44         392.74
                                  527    1991     920      00 P 1         .09CR         20.05         112.87
                                  527    1991     922      00 P 1         .11CR         24.45          24.45
                                  527    1991     923      00 P 1         .53CR        115.98         115.98
                                  527    1991     926      00 P 1      702.56        2,408.39       3,788.67
                                  527    1991     927      00 P 1    1,659.42        2,216.00       2,216.00
                                  527    1991     933      00 P 1         .43CR         94.14          94.14
                                  527    1991     937      00 P 1      137.97          489.05         697.98
                                  527    1991     950      00 P 1         .24CR         53.94          53.94
                                                  TOT         P1     3,065.14       20,697.78      24,862.09
                                                  TOT         N1                        26.32          26.32
                                               ** JOB TOTALS **      3,065.14  **   20,724.10  **  24,888.41  **

  AIRLIE RD @ MP 4.31(PETERSON  CONT NO      FA PROJ NOS RS   A541001 100                                        STATE
                                  527    1992     296      00 N 9        1.06CR     19,119.72CR    19,119.72CR
                                  527    1992     298      00 N 9        1.06       19,119.72      19,119.72
                                  527    1992     901      00 P 1       19.03CR      5,659.15       5,659.15
```

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	527	1992	905	00	P	1	161.85	3,622.45	3,622.45	
	527	1992	906	00	P	1		79.70	79.70	To 927
	527	1992	909	00	P	1	7.76CR	1,752.48	1,752.48	
	527	1992	911	00	P	1	.17CR	36.40	36.40	
	527	1992	913	00	P	1	.30CR	66.06	66.06	
	527	1992	918	00	P	1	1.47CR	330.76	330.76	
	527	1992	920	00	P	1	.15CR	34.87	34.87	
	527	1992	921	00	P	1	76.81	76.81	76.81	To 929
	527	1992	922	00	P	1	.12CR	25.61	25.61	
	527	1992	926	00	P	1	18.79CR	4,881.33	4,881.33	
	527	1992	927	00	P	1	3.32CR	4,019.10	4,019.10	
	527	1992	929	00	P	1	102.41	102.41	102.41	
	527	1992	933	00	P	1	.75CR	164.79	164.79	
	527	1992	937	00	P	1	94.44	1,205.93	1,205.93	
	527	1992	950	00	P	1	.08CR	15.70	15.70	
			TOT		P1		383.57	22,073.55	22,073.55	
			XX JOB TOTALS XX				383.57 XX	22,073.55 XX	22,073.55 XX	
HIKLIE RD @ MP 3.84(BR 53C16) CONT NO			FA PROJ NOS RS A541002 100							STATE
	527	1993	296	00	N	9	261.88CR	15,935.80CR	15,935.80CR	
	527	1993	298	00	N	9	261.88	15,935.80	15,935.80	
	527	1993	901	00	P	1	21.58CR	6,091.93	6,091.93	
	527	1993	901	21	P	1		51.00	51.00	
	527	1993	905	00	P	1	15.00CR	3,417.34	3,417.34	To 927
	527	1993	906	00	P	1	5.71CR	1,284.52	1,284.52	
	527	1993	909	00	P	1	3.70CR	825.84	825.84	
	527	1993	911	00	P	1	1.42CR	325.80	325.80	
	527	1993	913	00	P	1	.55CR	121.53	121.53	
	527	1993	918	00	P	1	.22CR	60.24	60.24	
	527	1993	919	00	P	1		125.00	125.00	
	527	1993	920	00	P	1	.15CR	34.87	34.87	
	527	1993	922	00	P	1	.21CR	45.36	45.36	
	527	1993	923	00	P	1	.31CR	69.90	69.90	
	527	1993	926	00	P	1	10.80CR	2,918.21	2,918.21	
	527	1993	927	00	P	1	4.75CR	1,069.41	1,069.41	
	527	1993	933	00	P	1	.74CR	164.80	164.80	
	527	1993	937	00	P	1	62.62	1,455.38	1,455.38	
	527	1993	950	00	P	1	.06CR	14.29	14.29	To 901
			TOT		P1		2.63CR	18,075.42	18,075.42	
			XX JOB TOTALS XX				2.63CRXX	18,075.42 XX	18,075.42 XX	
HAY CAN CR (HONKLAND) BR CONT NO		X	FA PROJ NOS RS B443001 100							STATE
	528	1961	296	00	N	9			15,283.20CR	
	528	1961	297	00	N	9			636.92	
	528	1961	298	00	N	9			14,646.23	
	528	1961	901	00	P	1			5.066.17	
	528	1961	905	00	P	1			2,300.97	

```
PAGE    20

                         JOB COST SUMMARY RUN ON  11-15-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/10/90
                           FOR EXPENDITURE ACCOUNT C5271993

                                                CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--          ------ -------- ---------- ------ -----          -------        ----------
C5271993 000    010      001        2000                                          171.82
OBJ-DETAIL 001                                                                    171.82

ACTIVITY   010                                                                    171.82 SUBTOTAL

C5271993 000    899      504        0100                                           67.50
C5271993 000    899      504        7440                                            1.80
OBJ-DETAIL 504                                                                     69.30

ACTIVITY   899                                                                     69.30 SUBTOTAL

C5271993 000    901      001        7000                                           10.55
OBJ-DETAIL 001                                                                     10.55

ACTIVITY   901                                                                     10.55 SUBTOTAL

C5271993 000    903      001        7420                                           38.94
C5271993 000    903      001        7430                                          888.92
C5271993 000    903      001        7440                                        2,070.59
OBJ-DETAIL 001                                                                  2,998.45

C5271993 000    903      504        7440                                           12.00
OBJ-DETAIL 504                                                                     12.00

ACTIVITY   903                                                                  3,010.45 SUBTOTAL

C5271993 000    905      001        7340                                          816.15
C5271993 000    905      001        7350                                          104.76
C5271993 000    905      001        7363                                          123.74
OBJ-DETAIL 001                                                                  1,044.65

C5271993 000    905      130        7300                                           12.00
OBJ-DETAIL 130                                                                     12.00

C5271993 000    905      504        0100                                             .90
OBJ-DETAIL 504                                                                       .90

ACTIVITY   905                                                                  1,057.55 SUBTOTAL

C5271993 000    914      001        7700                                           59.11
OBJ-DETAIL 001                                                                     59.11

C5271993 000    914      504        0100                                            3.60

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10927

```
PAGE    21

                        JOB COST SUMMARY RUN ON  11-15-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 11/10/90
                         FOR EXPENDITURE ACCOUNT C5271993
                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 504                                                            3.60

ACTIVITY   914                                                           62.71 SUBTOTAL

C5271993 000    920      001        0600                                 42.96
OBJ-DETAIL 001                                                           42.96

ACTIVITY   920                                                           42.96 SUBTOTAL

C5271993 000    921      001        7200                                124.34
OBJ-DETAIL 001                                                          124.34

C5271993 000    921      136        0500                                538.10
OBJ-DETAIL 136                                                          538.10

C5271993 000    921      504        7200
OBJ-DETAIL 504

ACTIVITY   921                                                          662.44 SUBTOTAL

C5271993 000    929      001        7200                                607.39
OBJ-DETAIL 001                                                          607.39

ACTIVITY   929                                                          607.39 SUBTOTAL

C5271993 000    964      001        7000
OBJ-DETAIL 001

ACTIVITY   964                                                                 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                               5,695.17

C5271993 010    899      598        0523                                  -.01
OBJ-DETAIL 598                                                            -.01

ACTIVITY   899                                                            -.01 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                   -.01

C5271993 011    899      299        0100                             18,075.42 ***
OBJ-DETAIL 299                                                       18,075.42

C5271993 011    899      598        0523                                   .01

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  11-15-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 11/10/90
                          FOR EXPENDITURE ACCOUNT C5271993

                                         CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 598                                                                  .01

ACTIVITY   899                                                            18,075.43 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                   18,075.43

EA         C5271993 TOTAL                                                 23,770.59


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  11-15-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 11/10/90
                         FOR EXPENDITURE ACCOUNT C5271992

                                                CREW   MSA         CURRENT          BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL       NUMBER  FIELD        MONTH               DATE
--          ------  --------  ----------       ------  -----       -------          ----------
C5271992 000         010        001             2000
OBJ-DETAIL 001                                                                          171.82
                                                                                        171.82
ACTIVITY   010
                                                                                        171.82 SUBTOTAL
C5271992 000         899        504             0100
OBJ-DETAIL 504                                                                           27.90
                                                                                         27.90
ACTIVITY   899
                                                                                         27.90 SUBTOTAL
C5271992 000         903        001             7440
OBJ-DETAIL 001                                                                          298.40
                                                                                        298.40
C5271992 000         903        504             7440
OBJ-DETAIL 504

ACTIVITY   903
                                                                                        298.40 SUBTOTAL
C5271992 000         905        001             7340
C5271992 000         905        001             7365                                     42.96
OBJ-DETAIL 001                                                                          138.27
                                                                                        181.23
C5271992 000         905        504             0100
OBJ-DETAIL 504                                                                           57.60
                                                                                         57.60
ACTIVITY   905
                                                                                        238.83 SUBTOTAL
C5271992 000         911        001             7621
OBJ-DETAIL 001                                                                           61.47
                                                                                         61.47
ACTIVITY   911
                                                                                         61.47 SUBTOTAL
C5271992 000         920        001             0600
OBJ-DETAIL 001                                                                           42.96
                                                                                         42.96
ACTIVITY   920
                                                                                         42.96 SUBTOTAL
C5271992 000         921        136             0500
OBJ-DETAIL 136

C5271992 000         921        501             7200
OBJ-DETAIL 501                                                                          120.00
                                                                                        120.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

199.72

```
PAGE    18

                         JOB COST SUMMARY RUN ON  11-15-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/10/90
                           FOR EXPENDITURE ACCOUNT C5271992

                                         CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH            DATE
--        ------ -------- ---------- ------ -----           -------        ----------
C5271992 000     921      504        0100                                      22.00
C5271992 000     921      504        7200                                    -100.40
OBJ-DETAIL 504                                                                -78.40

ACTIVITY   921                                                                 41.60 SUBTOTAL

C5271992 000     927      504        0100                                       3.60
OBJ-DETAIL 504                                                                  3.60

ACTIVITY   927                                                                  3.60 SUBTOTAL

C5271992 000     929      001        7200
OBJ-DETAIL 001

ACTIVITY   929                                                                       SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                       886.58

C5271992 010     903      504        7440                                       7.20
OBJ-DETAIL 504                                                                  7.20

ACTIVITY   903                                                                  7.20 SUBTOTAL

C5271992 010     921      136        0500                                      45.80
OBJ-DETAIL 136                                                                 45.80

C5271992 010     921      504        7200                                     146.40
OBJ-DETAIL 504                                                                146.40

ACTIVITY   921                                                                192.20 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                       199.40

C5271992 011     899      299        0100                                  22,073.55 ***
OBJ-DETAIL 299                                                             22,073.55

ACTIVITY   899                                                             22,073.55 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                    22,073.55

C5271992 012     929      001        7200                                     298.40
OBJ-DETAIL 001                                                                298.40  OK

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE    19

                          JOB COST SUMMARY RUN ON  11-15-90
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/10/90
                           FOR EXPENDITURE ACCOUNT C5271992

                                              CREW   MSA            CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY   929                                                              298.40 SUBTOTAL

SUB-JOB    012 SUBTOTAL                                                     298.40

EA         C5271992 TOTAL                                                23,457.93

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE      1

                         JOB COST SUMMARY RUN ON  11-15-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/10/90
                            FOR EXPENDITURE ACCOUNT C10162
                                           CREW    MSA         CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL  NUMBER  FIELD        MONTH          DATE
--        ------ -------- ----------  ------  -----        -------      ----------
C10162    000    010      001         0813                                  482.63
C10162    000    010      001         0814                                   13.59
C10162    000    010      001         0821                                  263.58
C10162    000    010      001         8054                                   70.71
OBJ-DETAIL 001                                                              830.51

C10162    000    010      550         8054                                    9.75
OBJ-DETAIL 550                                                                9.75

ACTIVITY   010                                                              840.26 SUBTOTAL

C10162    000    020      001         2042                                  155.77
OBJ-DETAIL 001                                                              155.77

ACTIVITY   020                                                              155.77 SUBTOTAL

C10162    000    143      001         2340    SF01
OBJ-DETAIL 001

C10162    000    143      438         2340    SF01
OBJ-DETAIL 438

C10162    000    143      550         2340    SF01
OBJ-DETAIL 550

ACTIVITY   143                                                                     SUBTOTAL

C10162    000    199      424         0956    SF
C10162    000    199      424         2300    SF
OBJ-DETAIL 424

ACTIVITY   199                                                                     SUBTOTAL

C10162    000    201      302         R
OBJ-DETAIL 302

ACTIVITY   201                                                                     SUBTOTAL

C10162    000    899      001         0612                                   18.53
OBJ-DETAIL 001                                                               18.53

C10162    000    899      130         2200                                    3.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

Region

10,162

11-15-90

```
PAGE     2

                               JOB COST SUMMARY RUN ON  11-15-90
                            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                                 CHARGES ARE CURRENT TO 11/10/90
                                 FOR EXPENDITURE ACCOUNT C10162
                                                CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----         -------        ----------
OBJ-DETAIL 130
                                                                                3.00

C10162    000     899      134        8054                                      5.74
OBJ-DETAIL 134                                                                  5.74

C10162    000     899      136        0500                                      7.12
OBJ-DETAIL 136                                                                  7.12

C10162    000     899      194        7100                                     18.90
C10162    000     899      194        8054                                     15.05
OBJ-DETAIL 194                                                                 33.95

C10162    000     899      199        0530                                      8.90
C10162    000     899      199        8054                                     12.66
OBJ-DETAIL 199                                                                 21.56

C10162    000     899      504        7440                                     13.73
C10162    000     899      504        8054                                     10.92
OBJ-DETAIL 504                                                                 24.65

C10162    000     899      550        8054                                     30.80
C10162    000     899      550        8215                                    108.00
OBJ-DETAIL 550                                                                138.80

C10162    000     899      555        0512                                      2.37
C10162    000     899      555        0521                                     24.24
C10162    000     899      555        0531                                      6.85
OBJ-DETAIL 555                                                                 33.46

ACTIVITY   899                                                                286.81 SUBTOTAL

C10162    000     900      001        0811                                     75.10
C10162    000     900      001        2010                                     22.19
C10162    000     900      001        2042                                  2,823.43
C10162    000     900      001        7142                                    127.22
C10162    000     900      001        7440                                    622.76
C10162    000     900      001        7450                                    166.35
C10162    000     900      001        7460                                    219.97
C10162    000     900      001        8002                                    760.97
C10162    000     900      001        8007                                     43.84
C10162    000     900      001        8014                                     66.41
C10162    000     900      001        8016                                    807.87
C10162    000     900      001        8045                                  1,502.79

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

Region Office

```
PAGE     3

                         JOB COST SUMMARY RUN ON  11-15-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 11/10/90
                          FOR EXPENDITURE ACCOUNT C10162

                                           CREW   MSA           CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----         -------       ----------
C10162    000    900      001        8054                                 8,677.37
OBJ-DETAIL 001                                                           15,916.27

C10162    000    900      030        2010                                    28.40
C10162    000    900      030        2042                                    92.83
C10162    000    900      030        8045                                   331.11
C10162    000    900      030        8054                                 1,275.23
OBJ-DETAIL 030                                                            1,727.57

C10162    000    900      032        2042                                    71.75
C10162    000    900      032        8045                                    66.02
C10162    000    900      032        8054                                    30.04
OBJ-DETAIL 032                                                              167.81

C10162    000    900      130        8007                                     4.48
OBJ-DETAIL 130                                                                4.48

C10162    000    900      134        7400                                     4.11
C10162    000    900      134        8054                                    15.30
OBJ-DETAIL 134                                                               19.41

C10162    000    900      548        0940                                   196.00
C10162    000    900      548        8011                                    21.60
C10162    000    900      548        8054                                   210.00
OBJ-DETAIL 548                                                              427.60

C10162    000    900      550        2042                                   360.60
C10162    000    900      550        8054                                 3,286.55
OBJ-DETAIL 550                                                            3,647.15

C10162    000    900      551        8054                                   799.00
OBJ-DETAIL 551                                                              799.00

ACTIVITY   900                                                           22,709.29 SUBTOTAL

C10162    000    901      001        2010                                    66.57
C10162    000    901      001        7143                                   310.11
C10162    000    901      001        7361                                    12.57
C10162    000    901      001        7440                                   850.31
C10162    000    901      001        7460                                    80.44
OBJ-DETAIL 001                                                            1,320.00

C10162    000    901      267        7000                                    50.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE      4

                      JOB COST SUMMARY RUN ON  11-15-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 11/10/90
                        FOR EXPENDITURE ACCOUNT C10162

                                             CREW   MSA            CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH              DATE
--        ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 267
                                                                                 50.00

C10162   000     901       504         7361
OBJ-DETAIL 504                                                                    3.53
                                                                                  3.53
ACTIVITY   901
                                                                              1,373.53 SUBTOTAL
C10162   000     903       001         7420
OBJ-DETAIL 001                                                                  155.77
                                                                                155.77
C10162   000     903       504         7440
OBJ-DETAIL 504                                                                   40.00
                                                                                 40.00
ACTIVITY   903
                                                                                195.77 SUBTOTAL
C10162   000     905       001         7340                                     171.83
C10162   000     905       001         7365                                      53.04
OBJ-DETAIL 001                                                                  224.87

ACTIVITY   905
                                                                                224.87 SUBTOTAL
C10162   000     908       001         8054
OBJ-DETAIL 001                                                                  420.25
                                                                                420.25
C10162   000     908       030         8054
OBJ-DETAIL 030                                                                   59.46
                                                                                 59.46
C10162   000     908       550         8054
OBJ-DETAIL 550                                                                   51.40
                                                                                 51.40
ACTIVITY   908
                                                                                531.11 SUBTOTAL
C10162   000     911       555         0531
OBJ-DETAIL 555                                                                    1.05
                                                                                  1.05
ACTIVITY   911
                                                                                  1.05 SUBTOTAL
C10162   000     914       001         7700
OBJ-DETAIL 001                                                                   39.72
                                                                                 39.72
ACTIVITY   914
                                                                                 39.72 SUBTOTAL
C10162   000     920       001         0631
                                                                                 40.22

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

195.77
224.87
531.11
1.05
39.72

40.22
518.32
240.37

```
PAGE     5

                          JOB COST SUMMARY RUN ON  11-15-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/10/90
                            FOR EXPENDITURE ACCOUNT C10162

                                              CREW   MSA          CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--        ------ -------- ---------- ------ -----        -------         ----------
OBJ-DETAIL 001                                                                 40.22

ACTIVITY   920                                                                 40.22 SUBTOTAL

C10162    000     921       001         7000                                   13.82
OBJ-DETAIL 001                                                                 13.82

C10162    000     921       136         0500                                  180.00
OBJ-DETAIL 136                                                                180.00

C10162    000     921       504         7200                                  324.50
OBJ-DETAIL 504                                                                324.50

ACTIVITY   921                                                                518.32 SUBTOTAL

C10162    000     923       001         7510                                  240.37
OBJ-DETAIL 001                                                                240.37

ACTIVITY   923                                                                240.37 SUBTOTAL

C10162    000     940       001         8214                                  803.13
C10162    000     940       001         8223                                   48.06
OBJ-DETAIL 001                                                                851.19

C10162    000     940       551         2042                                  638.00
C10162    000     940       551         8054                                1,475.00
C10162    000     940       551         8200                                  156.00
C10162    000     940       551         8214                                  423.00
C10162    000     940       551         8215                                  528.00
OBJ-DETAIL 551                                                              3,220.00

ACTIVITY   940                                                              4,071.19 SUBTOTAL

C10162    000     964       001         7000                                   10.55
OBJ-DETAIL 001                                                                 10.55

ACTIVITY   964                                                                 10.55 SUBTOTAL

C10162    000     990       555         0531                                    1.32
OBJ-DETAIL 555                                                                  1.32

ACTIVITY   990                                                                  1.32 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  11-15-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 11/10/90
                          FOR EXPENDITURE ACCOUNT C10162

                                            CREW    MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
SUB-JOB      000 SUBTOTAL
                                                                          31,240.15

C10162    001     201       303        0814
OBJ-DETAIL 303

C10162    001     201       309        0814
OBJ-DETAIL 309                                                               672.18
                                                                             672.18
ACTIVITY    201
                                                                             672.18 SUBTOTAL
C10162    001     900       001        8054
OBJ-DETAIL 001                                                             8,282.57
                                                                           8,282.57
C10162    001     900       148        1094
OBJ-DETAIL 148                                                                28.89
                                                                              28.89
C10162    001     900       299        8054
OBJ-DETAIL 299                                                                24.00
                                                                              24.00
ACTIVITY    900
                                                                           8,335.46 SUBTOTAL
SUB-JOB     001 SUBTOTAL
                                                                           9,007.64
C10162    010     143       001        2340   SF
OBJ-DETAIL 001                                                               304.58
                                                                             304.58
C10162    010     143       438        2340   SF
OBJ-DETAIL 438                                                                64.68
                                                                              64.68
C10162    010     143       550        2340   SF
OBJ-DETAIL 550                                                                82.65
                                                                              82.65
ACTIVITY    143
                                                                             451.91 SUBTOTAL
C10162    010     199       424        0956   SF                             277.38
C10162    010     199       424        2300   SF                             164.28
OBJ-DETAIL 424                                                               441.66
ACTIVITY    199
                                                                             441.66 SUBTOTAL
C10162    010     201       300        8054                               27,453.52
OBJ-DETAIL 300                                                            27,453.52

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

contractor now

```
                           JOB COST SUMMARY RUN ON  11-15-90
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 11/10/90
                             FOR EXPENDITURE ACCOUNT C10162

                                            CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--         ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY   201                                                             27,453.52 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                    28,347.09

C10162     011    140      001        2046   SF                               448.61
OBJ-DETAIL 001                                                                448.61

C10162     011    140      440        2046   SF                               381.54
OBJ-DETAIL 440                                                                381.54

C10162     011    140      550        2046   SF                               201.75
OBJ-DETAIL 550                                                                201.75

ACTIVITY   140                                                              1,031.90 SUBTOTAL

C10162     011    201      300        0814                                    452.19
C10162     011    201      300        8054                                    698.02
OBJ-DETAIL 300                                                              1,150.21

ACTIVITY   201                                                              1,150.21 SUBTOTAL

C10162     011    899      199        8054                                     27.76
OBJ-DETAIL 199                                                                 27.76

C10162     011    899      300        8054                                206,750.63
OBJ-DETAIL 300                                                            206,750.63

C10162     011    899      302        R
OBJ-DETAIL 302

ACTIVITY   899                                                            206,778.39 SUBTOTAL

C10162     011    900      550        8016                                     72.00
OBJ-DETAIL 550                                                                 72.00

ACTIVITY   900                                                                 72.00 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                   209,032.50

C10162     050    900      550        8054                                     12.00
OBJ-DETAIL 550                                                                 12.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

207,900.84 contractor

```
                        JOB COST SUMMARY RUN ON  11-15-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 11/10/90
                          FOR EXPENDITURE ACCOUNT C10162

                                     CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----        -------      ----------
ACTIVITY   900                                                           12.00 SUBTOTAL

SUB-JOB    050 SUBTOTAL                                                  12.00

EA         C10162 TOTAL                                             277,639.38


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10,162 6-29-90

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building Salem Oregon 97303

STATE Oregon

PROGRAM APPROVED Revised

FEDERAL AID PROJECT NO. RSA - A541(3)

VOUCHER PERIOD From: 9-4-85 To: 1-9-90

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
277,639.38	240,272.65	.8815	211,800.34	211,800.34	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_______________ *State Highway Agency*

By Robert E Wenker *Authorized Officer* 6/29/90 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _______________

Amount Approved $ _______________

SIGN ORIGINAL COPY

____

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	AIRLIE RD & PETERSON CR BRIDGE SECTION					
	COUNTY ROAD (AIRLIE)					
	POLK COUNTY					
	CONSTRUCTION					
	TYPE CODE X080					
	STRUCTURE NO. 10243-A (STA 227+59 to STA 233+76)					
	Final contract payment summary	Lump Sum			135,010.80	
SFO #1	Perm & temp stripping (state)	All Required			619.14	
	Total Participating Type Code X080				135,629.94	
	TYPE CODE Y007					
	STRUCTURE NO. 10256-A (STA 12+50 to STA 17+50)					
	Final contract payment summary	Lump Sum			72,890.04	
SFO #1	Perm & temp stripping (state)	All Required			412.76	
	Total Participating Type Code Y007				73,302.80	
	Total Participating Construction				208,932.74	
	CONSTRUCTION ENGINEERING					
	State	All Required			31,339.91	
	Total Participating Project Cost				240,272.65	
	NON PARTICIPATING PROJECT COST					
	Final contract payment summary	Lump Sum			27,453.52	
	Construction engineering	All Required			9241.03	
	Interest on final payment	All REQUIRED			672.18	
					37,366.73	
					277,639.38	
	AMOUNT CARRIED FORWARD					

10162

U.S. Department of Transportation
Federal Highway Administration

jc cc: OSHD (D. For[illegible])

STATE COPY

FINAL ACCEPTANCE REPORT

Contract #10162

REGION NUMBER 10	REPORT NUMBER 1	COUNTY Polk 12-29-89		DIVISION Oregon
DATE OF REPORT 12/29/89	REPORT MADE BY Kenneth E. Husby, Construction Engineer			PROJECT NO. RS-A541(3)
COMPLETION DATE 10/31/86	ACCEPTANCE DATE BY CONTRACT AGENCY 12/01/89		TIME ELAPSED 100 %	CONTRACT TIME 10/31/86
APPROVED EXTENSIONS	LOCATION Airlie Rd. Culvert and Peterson Creek Bridge Secitons of FAS A541 (Airlie Rd.) about 14 miles southwest of Monmouth.			

NOTE - ~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.~~
*A copy of the State's materials certificate and the contractors final wage certificate are attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

1. Description of Improvement as Programmed:

   A. Construction of a structural plate pipe arch, 62 feet long, to carry an unnamed creek.

   B. Construction of Bridge No. 10243A over Peterson Creek. Length: 31 ft. Width: 32 ft.

   C. Construction of roadbed: grading, aggregate base and asphalt concrete pavement.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Holm II, Inc.

3. Contract Amount: $235,354.36

4. CERTIFICATION: I certify that the above listed project was completed as programmed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) Kenneth E Husby

Title Construction Engineer

RECEIVED
STATE HWY ENGR
JAN 10 '90
ASSIGNED TO Husby
FOR

INFO	INVEST	PREPARE DRAFT	DIRECT REPLY	SIGN	ACT	FILE

FHWA FINAL 1-31-89

*NOTE: Note applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David Blaster		SIGNATURE John T. Price	
TITLE Area Engr	DATE 1/8/90	TITLE District Engineer	DATE 1/9/90

FORM FHWA 1446B (Rev 1-87) PREVIOUS EDITIONS MAY BE USED.

December 5, 1989

CON 5 - 10,162

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97035

Contract No. 10,162 awarded to Holm II, Inc. for work on the Airlie Rd. Culvert and Peterson Creek Bridge Sections of the FAS A541 (Airlie Rd.) in Polk County was completed on March 9, 1989, and accepted by the State Highway Division on December 1, 1989.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 11, 1989.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

FKN:kp
cc: Holm II, Inc.
P.O. Box 453
Stayton, OR 97383

bc: Ken Husby
Tom Lulay
Hwy. Accounting
Bob Pool

10,162

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10162

TO: Manager
Commission Services

DATE: December 1, 1989

Donald E Forbes

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10162, On Site Work Substantially Completed October 31, 1986

All Work Completed March 9, 1989

Project Airlie Rd. Culv. & Peterson Creek Bridge

Highway FAS A541 (Airlie Road)

County Polk

Type of Work Grading, Paving, and Structure

Contractor Holm II, Inc.

BMW:sw

cc: Ken Husby
Bruce M. Walton
Don Wackerbarth
Ted Litchfield

CPC/FM2

Surety Letter Written
12-5-89
KP

RECEIVED
DEC - 1 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
NOV 14 1989

DATE: October 27, 1989

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY
DONALD E. FORBES

FROM: Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Airlie Road Culvert and Peterson Creek Bridge
Polk County
Contract #10162

This federal-aid bridge replacement project was completed in 1986. Due to subsequent embankment foundation settlement at the culvert, necessary repairs caused the final project cost to exceed the current project authorization by $17,000 or 6.6 percent.

I recommend the project authorization be increased by $17,000 to a new total of $273,146.11. This matter will be on the agenda for the November 1989 Commission meeting.

UPON CONCURRENCE BY THE DIRECTOR, PLEASE CALL STATE HIGHWAY ENGINEER'S OFFICE TO HAND CARRY TO COMMISSION SERVICES FOR ADDITION TO COMMISSION AGENDA.

Per Florence Heard
Approved by
Director
10-31-89

Carol Mitchell
Cam Gilmour
Bob Pool
Doug Goldbach
Andy Booz
Bruce Walton

LF:dk dw

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

[illegible]

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: CON 5

DATE: October 27, 1989

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY
DONALD E. FORBES

FROM: Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Airlie Road Culvert and Peterson Creek Bridge
Polk County
Contract #10162

This federal-aid bridge replacement project was completed in 1986. Due to subsequent embankment foundation settlement at the culvert, necessary repairs caused the final project cost to exceed the current project authorization by $17,000 or 6.6 percent.

I recommend the project authorization be increased by $17,000 to a new total of $273,146.11. This matter will be on the agenda for the November 1989 Commission meeting.

Why do I "note" these? It doesn't mean a thing! If they need approval, let Husby sign them.

bc: Robert N. Bothman
Fran Neavoll
Bill Anhorn
Ken Husby
Lee Franklin
John Elliott
Carol Mitchell
Cam Gilmour
Bob Pool
Doug Goldbach
Andy Booz
Bruce Walton

LF:dk dw

orig. "signed • no
Bruce Walt
cc: Ken Husby.
above. Plea
Anhorn(fyi..)

Send ori. to files...
Fallon working
on fixing this
form so Don doesn't
have to "note".

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

Form 734-3122 (6-89)

AN EQUAL OPPORTUNITY EMPLOYER

10,162

7/1

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 27, 1989

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY
DONALD E. FORBES

FROM: Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Airlie Road Culvert and Peterson Creek Bridge
Polk County
Contract #10162

This federal-aid bridge replacement project was completed in 1986. Due to subsequent embankment foundation settlement at the culvert, necessary repairs caused the final project cost to exceed the current project authorization by $17,000 or 6.6 percent.

I recommend the project authorization be increased by $17,000 to a new total of $273,146.11. This matter will be on the agenda for the November 1989 Commission meeting.

Why do I "note" these? It doesn't mean a thing! If they need approval, let Husby sign them.

W

bc: Robert N. Bothman
Fran Neavoll
Bill Anhorn
Ken Husby
Lee Franklin
John Elliott
Carol Mitchell
Cam Gilmour
Bob Pool
Doug Goldbach
Andy Booz
Bruce Walton

LF:dk dw

orig. "signed + noted" cys returned to Bruce Walton

cc: Ken Husby - See Don's note above. Please TAA.
Anhorn (fyi..)

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

Form 734-3122 (6-89)

AN EQUAL OPPORTUNITY EMPLOYER

Oregon Department of Transportation
HIGHWAY DIVISION

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

PROJECT NAME (SECTION) Airlie Road-Peterson Creek Bridge		DATE 10/24/89	CONTRACT NO. 10162
HIGHWAY Airlie Road	COUNTY Polk		F.A. PROJECT NO. FAS-A541
CONTRACTOR Holm II	KIND OF WORK Grading, Paving, Struct.	CONTRACT WORK COMPLETED 100 %	ESTIMATED COMPLETION DATE Complete

	CURRENT AUTHORIZATION		CURRENT ESTIMATE	
CONTRACT AMOUNT	$207,375.00	CONTRACT AMOUNT	$235,354.36	
ANTICIPATED ITEMS	3,392.00	FORCE ORDERS	1,925.47	
CONTINGENCY	5,000.00			
ENGINEERING	40,379.11	ENGINEERING	35,866.28	
CREDITS				
TOTAL PROJECT COST	$256,146.11	TOTAL PROJECT COST	$273,146.11	

ESTIMATED INCREASE $ $17,000.00 6.6- %

LIST MAJOR OVERRUNS AND UNDERRUNS - include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated (A) or unanticipated (U):	CURRENT ESTIMATED AMOUNT	AMOUNT OF CHANGE
EWO #1 (U) Roadway & Subsidence	$20,991.24	$20,991.24
EWO #2 (U) Roadway Flares Subsidence	6,462.28	6,462.28

PRINCIPAL REASONS FOR OVERRUNS (Continue on reverse side):

The native soils and a high water table have created ongoing settlement problems on this project. The subsidence of travel lanes at the arch pipe was corrected under Extra Work Order #1 after the project was essentially complete. Later the roadway flares developed cracks parallel to the roadway. The Contractor was required to remove, subexcavate and reconstruct the embankment in these flares under Extra Work Order #2.

This was considered emergency work and required by the County before they would give their acceptance.

SUBMITTED BY PROJECT MANAGER Lee Franklin	NOTED BY CONSTRUCTION ENGINEER Kenneth D. Kamrol
CONFIRMED BY REGION ENGINEER Kenneth L. Foreman	NOTED BY STATE HIGHWAY ENGINEER

INSTRUCTIONS: Submit the original through Region to the Construction Section. Approved copies will be distributed by the Construction Section.

734-3372 (Rev. 4-89)

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Don Adams
State Highway Engineer

DATE: December 10, 1987

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen
Road Design Engineer

SUBJECT: Airlie Road Culvert

As requested, we have reviewed the concerns expressed in Dale Wilken's letter of November 20, 1987 concerning the Airlie Road Culvert. The following are our findings:

1. This project called for the closure of Airlie Road and the construction of the culvert under a short time frame.
2. The culvert was placed in the stream without proper foundation/backfill resulting in settlement and requiring the fills to be excavated on both sides of the culvert and replaced (E.W.O. #1).
3. The approach fills were placed on the original ground and settlement occurred resulting in failure of the flare fills. This required removal of the flare fills, and subexcavation of two feet of underlying saturated soils and rebuilding of the flare fills (E.W.O. #2).
4. In hindsight, the saturated soils should have been subexcavated. Under normal construction periods, the 2-foot of soft material may not have been a problem, in that settlement may have taken place before the final finishing of the fills.
5. Our Geotech section was not involved in any pre-investigation of the project site.
6. What FHWA is needing is documentation showing that there was an investigation of the failure and, a recommended repair by appropriate staff, prior to proceeding with the work. Wayne Cobine has discussed this with Lee Franklin, who took this job over from Bill Piete. Lee will be assembling the needed information for submittal to FHWA. This should result in their approval of Extra Work Order No. 1 and No. 2.

DOC:bc
cc: Cam Gilmour
Jerry Wimer
Lee Franklin w/attach.
Ken Husby w/attach.

·125·1367

Bill P. & Lee Franklin 12/1/87

- Embankment placed on existing ground
  - Ground subsided
    - EWO #1 rebuilt fill each side of new pipe

  - Final Inspection
    - Large crack developed (1")
    - Flare fills settled as placed on original ground (~2-.3')
      - EWO #2 dug out subexc. 2' and removed saturated soils to firm material. Rebuilt with same type material

Dave Carter — EWO #1 not accepted either

- Talked to Lee Franklin he will gather info to support the repair work design and forward to FHWA.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

November 20, 1987
IN REPLY REFER TO
HA.2-OR

1 RDE Doc
FDE
FDS
SE
LE
LFE
LFS
PDE
PDS
RECEIVED
DEC 07 1987
ROAD DESIGN SECTION
BPM
LPC
LA
LDS
RWD
LLC
HE
GTE
OFFICE

12-3-87
DOC & Wayne
Geotech had no involvement
John M.

12/1/87
Job Marks—
Did we do any analysis or [illegible] prior to contract?

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project FAS-A541(3)
Airlie Road Culvert & Peterson Bridge
Polk County
Order for Extra Work No. 2

We are returning Extra Work Order No. 2 not approved. This extra work order involves the reconstruction of roadway flares in areas of subgrade failure at the Airlie Road culvert worksite.

Other repair work involving the culvert has also been necessary at this site. Members of my staff have reviewed the project in the field and agree with the proposed corrective work. However, as discussed with Mr. Husby, Region 2 Construction Engineer, we will need further information pertaining to both culvert design and on-site construction activities and if appropriate, whatever safeguards have been taken to guard against similar failures in the future before we can consider any repair work for approval.

We will reconsider for Federal-aid eligibility the repairs at this worksite upon receipt of the above information.

Sincerely yours,

D. R. ADAMS
for Dale E. Wilken
Division Administrator

11-25
cc Duane
For your review
Don

RECEIVED
STATE HWY ENGR
NOV 23 '87
REFER TO
FOR

cc:
OSHD (C. Gilmour, Program)
OSHD (C. Fredrickson, Const) w/Extra Work Order No. 2

11/30/87
Cobine—
Please look into this and discuss your findings with me. Don

1 RDE Don
2 FDE
FDS
SE
LE
LFE
LFS
PDE
PDS
RECEIVED
NOV 24 1987
ROAD DESIGN SECTION
BPM
LPC
LA
LDS
RWD
LLC
HE
3 GTE ✓ 12-1-87
OFFICE
—cy Lee Franklin

cy - Schwartz
Adams

10,162'

8-12-87

C5111907

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A541(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 2/24/85 To: 8/12/87

FINANCIAL DATA

APPN	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	$23,159.53	22,960.13	.8815%	20,239.35	20,239.35	-0-
PE	298.40	298.40	.8815%	263.03	263.03	-0-
ROW	4,490.52	4,490.52	.8815%	3,958.39	3,958.39	-0-
	$27,948.45	27,749.05	.8815%	24,460.77	24,460.77	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY RJ Hack *State Highway Agency*

By Assistant Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

C5271992
C5272516

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PETERSON CREEK (AIRLIE ROAD) BRIDGE SECTION COUNTY ROAD POLK COUNTY					
	Type Code PE Preliminary Engineering					
	Preliminary Engineering (State)	All Required			$23,258.53	
	Total PE				23,258.53	
	Type Code ROW Right-of-Way					
	Right-of-Way	All Required			750.00	
	Acquisition	All Required			3,740.52	
	Total ROW				4,490.52	
	Total Participating Cost				27,749.05	
	Non-Participating Cost					
	Non-Participating (State)	All Required			199.40	
	Total Non-Participating Cost				199.40	
	Total Project Cost				$27,948.45	
	Totals are as of the FHWA Billing Voucher dated 3-3-87.					
	Right-of-Way Plans approved by FHWA on 11-13-86.					
	Participating Right-of-Way Costs are for Right-of-Way actually incorporated into the final project, and all costs have been previously certified by the Right of Way Engineer.					
	AMOUNT CARRIED FORWARD					

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PR ECTS

WEEK ENDING: June 13, 1987
CONTRACT NO: 10162
PROJECT NAME (SECTION): Airlie Rd./Peterson Creek Bridge
HIGHWAY: FAS-A541(Airlie Road)
COUNTY: Polk
F A PROJECT NO: RS-A541(3)
CONTRACTOR: Holm II
KIND OF WORK: Grading, Paving Structure
DATE OF AWARD: November 27, 1985

PROJECT AUTHORIZATION
CURRENT AUTHORIZATION $ 256,146.11
ESTIMATED PROJECT COST $ 250,146.11
ESTIMATED PERCENT OVERRUN/UNDERRUN 2.0 %

ENGINEERING
AUTHORIZATION $ 40,379.11
COST THIS WEEK $ 1,172.41
TOTAL TO DATE $ 25,566.87
PERCENT OF AUTHORIZATION 63 %

FIRST NOTIFICATION DATE: April 11, 1986
ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: October 31, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: June 15, 1987
AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 99 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	10/31/86	338	226.0	66	Yes
B	08/18/86	7	7.0	100	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,973 CY	2,520 T	780 T			
EST. CORRECTED QUANTITIES	1,550 CY	2,520 T	965 T			
EST. PERFORMED TO DATE	1,550 CY	2,520 T	965 T			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

None.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Project ~~substantially~~ complete
~~Doing corrective work at Airlie Road~~.

This is the last weekly report on this project

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) William H Piete
WILLIAM H. PIETE

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,162

2527-1993

ORIGINAL

3-29-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A541-(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 2-4-85 To: 10-30-85

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	3,547.10	3,547.10	.8815	3,126.77	3,126.77	-0-
075	23,770.59	23,770.59	.8815	20,953.78	20,953.78	-0-
	27,317.69	27,317.69	.8815	24,080.55	24,080.55	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By 4/29/87

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	AIRLIE RD. (M.P. 384) BR. SECTION COUNTY ROAD POLK COUNTY					
	Type Code ROW Right-of-Way					
	Right-of-Way	All Required			250.00	
	Acquisition Expense					
	State	All Required			3,297.10	
	Preliminary Engineering Type Code PE					
	State	All Required			23,770.59	
	TOTAL PARTICIPATING PROJECT COST				$27,317.69	
	Right of Way Plans approved by FHWA on 11-13-86					
	Participating Right of Way Cost are for Right-of-Way Actually incorporated into the final project, and all costs have been previously certified by the Right- of-way Engineer.					
	Prepared based on Participating Cost as shown on the Federal Billing as of 4-23-87					
	AMOUNT CARRIED FORWARD					

March 17, 1987

CON 5 - #10,162

Kaiser Aluminum
12440 E. Imperial Highway
Suite 100
Norwalk, CA 90650

Attention: R. D. Schwab
Western Regional Credit Manager

This is in response to your letter of March 6, 1987, requesting information on obtaining funds from the retainage being held on Contract No. 10,162 with Holm II, Inc.

It is our policy not to withhold payment from contractors or to pay the retainage to claimants. Under Oregon law, you may file a claim against the performance bond. The claim should be directed to the Secretary of State, 143 Capitol Building, Salem, OR 97310 and to Holm II, Inc. We are attaching a copy of the statutes which outlines the filing procedure. We would like a copy of your claim letter for our records. We will also notify the bonding company for you.

Please give me a call in Salem at 378-6526 if you have any questions.

Fran Neavoll
COMMISSION SERVICES

FKN:azm

Attachment

KAISER ALUMINUM

KAISER ALUMINUM & CHEMICAL CORPORATION

March 6, 1987

Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Attention: Robert Gormsen

Gentlemen:

RE: Holm II, Inc.
Contract #10162
Arlie Rd. Culvert
Peterson Creek Bridge

Kaiser has not been paid in full on this contract by Holm II. Please advise what steps can be taken to obtain our funds from the retainage being held. Our balance due is $2,033.60. The attached information explains our balance due.

Very truly yours,

KAISER ALUMINUM & CHEMICAL
CORPORATION

R. D. Schwab
Western Regional Credit Manager

RDS/cfn
Attachments

CC: State of Oregon, Highway Division
C/O Bill Piete
P.O. Box 14030
Salem, Oregon 97310

RECEIVED
MAR 09 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12440 E. IMPERIAL HIGHWAY, SUITE 100, NORWALK, CALIFORNIA 90650 213/929-0819

INTER-OFFICE MEMORANDUM

To (NAME, LOCATION, ZIP)
Bob Schwarb
L.A. Credit

Date
March 3, 1987

From
Mike Karimi
Vancouver

Copies To
Tom Nearn - Sacramento

RECEIVED
MAR 5 1987
KAISER ALUMINUM
LOS ANGELES CREDIT

Subject
HOLM II - PAST DUE ACCOUNT

This memo is referenced to the Holm II account which is about $2,000 over-due. I would like to explain the sequence of events for your information.

" In November of 1985, Oregon DOT advertised the Airlie Rd. Culvert & Peterson Bridge Project. Holm II of Stayton, Oregon was awarded the project. 62 feet of 12'4" x 7'9" structural plate steel was specified. Although there was no aluminum alternate, I did quote the job subject to changing the specifications after the bid. Unfortunately, the quote had a wrong price of $73.20/ft which I did not catch before the bid. Sometime later when I approached the contractor to see if he was interested in utilizing our product, I found out about the price mistake.

I immediately wrote a letter to Mr. Jim Fowler, the subcontractor on the job, explaining the mistake. The letter was dated March 21, 1986. (Copy attached) Dennis Holm with Holm II called me and he said that he would be buying the plate directly and Mr. Fowler was going to install it. Therefore, I would be dealing with Dennis Holm directly. He insisted that I should honor the quote. I insisted that this was a typographical error and since we were originally not in the specifications, and also over 30 days had elapsed from the date of the quote, I told him I could not honor the price. Also, I was not going to try to change the specifications with this price either.

He, Dennis Holm, told me to go ahead and change the specifications and we would work a price out between us. The State of Oregon officially notified him that the aluminum was accepted. I and Dennis Holm agreed on a price of $106.00/ft after a few telephone conversations, per my letter of March 21, 1986. He ordered the plate and we shipped it in May, 1986.

Last week I found out that he owes us $2,000. I immediately called him and he denies having any agreement with me and he claims that he never received my letter. He claims he has paid us in full according to our quote. "

KAISER ALUMINUM

KAISER ALUMINUM & CHEMICAL SALES, INC.

March 21, 1986

Mr. Jim Fowler
3910 Perry Dale Road
Dallas, Oregon 97338

Dear Jim:

This letter is with regards to the arch pipe on Airlie Road.

As I mentioned, the 73.20 is a typographical error. I have been talking to our headquarters. They understand that this is an error and are willing to go for some compensation. They have autorized me to go 30% below our cost and we will also absorb the freight cost. This will give you the arch at the price of $106.00 per foot. Our regular price is $165.00/LF.

I hope that you agree with this price and I sincerely apologize for this mistake. If you decide to buy from us, I can arrange to give you a discount on your future jobs to make up for this. I hope that you will be able to help us through this.

Sincerely,

Mike Karimi, P.E.
Regional Engineer

MK/eh

cc: Dennis Holm

RECEIVED
MAR 09 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BUILDING NO 10, 2000 EAST COLUMBIA WAY, VANCOUVER, WASHINGTON 98661

X

KAISER ALUMINUM

KAISER ALUMINUM & CHEMICAL CORPORATION

Light...strong...protection clean through

QUOTATION

Estimate Number	Bids Open 11/21/85	Date of Quotation 11/18/85	EXPIRATION DATE - 30 Days from quote date, unless otherwise stated below

Quotation To	Project ODOT AIRLIE ROAD CULVERT & PETERSON CREEK BRIDGE POLK COUNTY
Drawing Numbers	This quotation is based on shipment being made within 60 days from the date of this quotation unless otherwise stated below

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	~~TOTAL~~ BANDS
	24" 16ga Aluminum Alloy Corrugated Pipe	240/LF	7.42/LF	11.12/EA
	18" 16ga Aluminum Alloy Corrugated Pipe	48/LF	5.60/LF	8.40/EA
	ALUMINUM STRUCTURAL PLATE			
	12'-4" Rise x 7'-9" Rise x 0.125 GA 41N	62/LF	73.20/LF	
	Trucked to Jobsite, K.D. & Bundled			
	Includes Bolts & Nuts			
	NOTE: Aluminum Structural Plate will be allowed after the bid if requested by Contractor			
	ALSO: No charge for beveled ends.			

RECEIVED
MAR 09 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Terms: Net 30 days from day of invoice unless otherwise stated.	F.O.B. Point of Delivery to Buyer Jobsite - Contractor to assist w/unloading

KACC 143 (7/77)

This is a Quotation, NOT a Contract. All orders are subject to approval of the General Sales Office of Kaiser Aluminum & Chemical Corporation. Orders resulting from this Quotation which are accepted and approved will be subject to the terms and conditions on the reverse hereof.

Please refer all orders or inquiries concerning this Quotation to:

KAISER ALUMINUM & CHEMICAL CORPORATION

P.O. Box 5217

Vancouver, WA. 98668

By

Mike Karimi, P.E., Regional Engineer

March 5, 1987

CON 5 - #10,162

Kaiser Aluminum
Bldg. 10
2000 E. Columbia Way
Vancouver, WA 98661

Attention: Mike Karimi
Regional Engineer

This is in response to your letter of March 3, 187, requesting assistance for collecting $2,033.60 Holm II owes you on the Airlie Road Culvert and Peterson Bridge, Contract No. 10,162.

Under Oregon law, you may file a claim for labor and materials. We are attaching the statutes which outline the filing procedure.

The claim should be sent direct to the Secretary of State, 143 Capitol Building, Salem, OR 97310, and to the contractor. We would like a copy of the claim letter for our records. We will also notify the surety for you.

If you still do not receive payment after the claim filing, we would suggest that you contact the surety direct.

My phone number is 378-6526 if you have any questions.

Fran Neavoll
COMMISSION SERVICES

cgc

KAISER
ALUMINUM

KAISER ALUMINUM & CHEMICAL SALES, INC.

10,162

March 3, 1987

RECEIVED
MAR 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. Robert Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

This letter is referenced to your project named Airlie Rd. Culvert and Peterson Bridge.

Holm II of Stayton, Oregon was awarded the project to install the 12'4"x 7'9" structural plate. The project was designed in steel. We quoted aluminum. The steel was changed to aluminum after the bid, at the request of Holm II.

We discovered on our quote of November 18, 1985 we had the wrong price and we called Dennis Holm's attention to this. I explained that this was a mistake. Since our quotes are good for 30 days, and this 30 days had elapsed, we officially withdrew our quote and replaced it with a new price given over the phone.

We also wrote a letter to the contractor and confirmed the new price of $106 per foot. We furnished the plate but unfortunately Mr. Dennis Holm is not paying the difference. He denies any conversation or receiving any letter from us.

I would appreciate it if you would help us in collecting the $2,033.60 Holm II owes us on this project.

If you have any questions or if you need any further information, please give us a call. Thanks in advance for your help.

Sincerely,

M. Karimi

Mike Karimi, PE
Regional Engineer

cc: Bill Piete - State Hwy

MK/eh

BUILDING NO 10. 2000 EAST COLUMBIA WAY, VANCOUVER, WASHINGTON 98661

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
DEC 18 1986
17

In Reply Refer to File No.:
CON 5
10162

DATE: December 5, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Airlie Rd. Culvert & Peterson Cr. Br. Section
FAS A541 Highway, Polk County
Contract No. 10162

This federal-aid bridge replacement project is essentially complete. It appears that the final project cost will exceed the project authorization by $26,000 or 13 percent.

The project has been built basically as shown on the plans. The cost overrun is due primarily to increases in paving costs and engineering.

The Peterson Creek detour was extended for safety reasons to provide a longer taper section and a smoother connection to the existing roadway. The east end of the main line paving at Peterson Creek was also extended to avoid ending the paving in the middle of a road approach.

There are two work sites within the project which are located about five miles apart. They are about forty miles from the office and are located on a primary county road. The travel time to and from the project was a major factor in the engineering overrun. Another major factor was that the contractor constructed the project in three separate stages with substantial down time between. The inspector was required to regularly drive out to the project sites to check the traffic control devices. There was also some restaking required to replace stakes damaged or weathered during the down time.

There are sufficient funds available in the category of work and all the increase, except $8,000, is eligible for federal participation.

I recommend that the authorization be increased by $26,000 to a new total of $256,146.11. This matter will be on the consent calendar for the December 18 meeting.

cc: Fred Miller | C. O. Fredrickson | W. G. Anhorn
Fran Neavoll ✓ | V. E. Skoog | George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10162

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Airlie Rd. Culvert & Peterson Cr. Br. Section
FAS A541 Highway, Polk County
Contract No. 10162

This federal-aid bridge replacement project is essentially complete. It appears that the final project cost will exceed the project authorization by $26,000 or 13 percent.

The project has been built basically as shown on the plans. The cost overrun is due primarily to increases in paving costs and engineering.

The Peterson Creek detour was extended for safety reasons to provide a longer taper section and a smoother connection to the existing roadway. The east end of the main line paving at Peterson Creek was also extended to avoid ending the paving in the middle of a road approach.

There are two work sites within the project which are located about five miles apart. They are about forty miles from the office and are located on a primary county road. The travel time to and from the project was a major factor in the engineering overrun. Another major factor was that the contractor constructed the project in three separate stages with substantial down time between. The inspector was required to regularly drive out to the project sites to check the traffic control devices. There was also some restaking required to replace stakes damaged or weathered during the down time.

There are sufficient funds available in the category of work and all the increase, except $8,000, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $26,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: W. G. Anhorn W. H. Piete B. M. Walton Don Trout

RECEIVED
STATE HWY ENGR
DEC 2 '86
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

10,162

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 11-51	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County POLK
PROJECT REPORT NUMBER	11-4-86	Project Number RS-A541(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 230,146.00	$ 247,700.00
Federal funds	$ 202,873.00	$ 218,347.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of NOV, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 28, 1986

Federal-Aid Project No. RS-A541(3)

Airlie Rd. & Peterson Cr. Bridge Section
County Road (Airlie)
Polk County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure No. 10243-A (Sta. 227+59 to Sta. 233+76)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$24.00	120	$ 2,880.00	165	$ 3,960.00
Detour Removal Excavation	3.00	968	2,904.00	1,166	3,498.00
1"-0 Aggregate Base	7.25	2,520	18,270.00	2,696	19,546.00
Class "C" Asphalt Concrete	42.00	780	32,760.00	963	40,446.00
24-inch Culvert Pipe	16.00	240	3,840.00	364	5,824.00
SUBTOTAL			$60,654.00		$73,274.00

Increase	$ 12,620.00
Subtotal of Previous Estimate of December 6, 1985	127,266.65
Subtotal	$ 139,886.65
Engineering	20,982.35
Total	$ 160,869.00

Type Code Y007
Structure No. 10256-A (Sta. 12+50 to Sta. 17+50)

SUBTOTAL from Estimate of December 6, 1985	$ 75,505.25
Engineering	11,325.75
TOTAL	$ 86,831.00

Length of Structure ----------------- 0.22 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure #10243-A	$160,869.00	$141,806.00	$ 9,531.50	$ 9,531.50
Structure #10256	86,831.00	76,541.00	5,145.00	5,145.00
TOTAL	$247,700.00	$218,347.00	$14,676.00	$14,676.00

Group 010: 0%; Group 011: 100%
Contract No. C10162
Prefix: C527-1992; C527-1993
Prefix: C10162
Appn Code: 075

RLC:pf

10,162 N

TO BE COMPLETED BY FHWA		
12-99	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon STATE COPY COUNTY Polk PROJECT NO. RS-A541(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Airlie Road and Peterson Creek Bridges Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		0.22

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 230,146.00	$ 202,873.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ____________
Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By ____________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator DEC 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon December 6, 1985

Federal Aid Project No. RS-A541(3)

Airlie Rd. & Peterson Cr. Bridges Section
County Road (Airlie)
Polk County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure No. 10243-A (Sta. 227+59 to Sta. 233+76)

Mobilization	Lump Sum	60%	Lump Sum	$ 8,400.00
Temporary Protection and Direction of Traffic	Lump Sum	60%	Lump Sum	1,200.00
Temporary Signs	Sq. Ft.	300	7.00	2,100.00
Temporary Barricades	Each	6	70.00	420.00
Temporary Guardrail, Type 2A Reflectorized	Lin. Ft.	325	14.00	4,550.00
Temporary Concrete Barrier	Lin. Ft.	75	18.00	1,350.00
Temporary Plastic Safety Markers	Each	25	30.00	750.00
Temporary Delineators	Each	25	15.00	375.00
Flaggers	Hour	96	24.00	2,304.00
Clearing and Grubbing	Lump Sum	60%	Lump Sum	1,500.00
Toe Trench Excavation	Cu. Yd.	22	10.00	220.00
Embankment in Place	Cu. Yd.	993	7.00	6,951.00
Stone Embankment	Cu. Yd.	208	8.00	1,664.00
Detour Removal Excavation	Cu. Yd.	968	3.00	2,904.00
Trench Excavation	Cu. Yd.	3	12.00	36.00
Watering	M-Gal.	28	5.00	140.00
1"-0 Aggregate Base	Ton	1,452	7.25	10,527.00
Class "C" Asphalt Concrete	Ton	465	42.00	19,530.00
18-inch Culvert Pipe	Lin. Ft.	48	12.00	576.00
Guardrail, Type 2A	Lin. Ft.	100	18.00	1,800.00
Thrie Beam Guardrail	Lump Sum	All	Lump Sum	4,500.00
Guardrail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	125.00	500.00
Type 2 Fence	Lin. Ft.	320	5.00	1,600.00
16' Single Gates	Each	1	300.00	300.00
Extra for Asphalt Approaches	Each	5	200.00	1,000.00
Loose Riprap, Class 50	Cu. Yds.	61	13.00	793.00

BRIDGE NO. 10243A

Bridge Removal Work	Lump Sum	All	Lump Sum		2,500.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		500.00
Structure Excavation	Cu. Yd.	91	10.00		910.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum		6,600.00
Furnish Steel Pipe Piling	Lin. Ft.	200	18.00		3,600.00
Drive Steel Pipe Piles	Lin. Ft.	200	2.00		400.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum		9,020.00
Reinforcement	Lump Sum	All	Lump Sum		1,800.00
4'x30'/35' Prestressed Slabs	Each	8	2,200.00		17,600.00
Thrie Beam Rail with Tubing	Lin. Ft.	75	56.00		4,200.00
				$	124,520.00

Anticipated Items

Perm Pavement Striping	All Required	(60%)		$	960.00
Temp. Pavement Striping	All Required	(60%)			480.00
Roadside Seeding & Mulching	All Required	(60%)			600.00
EEO/Labor Compl. Mntr.		(0.5%)			706.65
				$	2,746.65
			Subtotal	$	127,266.65
			Engineering		17,180.35
			Total	$	144,447.00

Type Code Y007
Structure No. 10256-A (Sta. 12+50 to Sta. 17+50)

Mobilization	Lump Sum	40%	Lump Sum	$	5,600.00
Temporary Protection and Direction of Traffic	Lump Sum	40%	Lump Sum		800.00
Temporary Signs	Sq. Ft.	330	7.00		2,310.00
Temporary Barricades	Each	9	70.00		630.00
Flaggers	Hour	24	24.00		576.00
Clearing and Grubbing	Lump Sum	40%	Lump Sum		1,000.00
Embankment in Place	Cu. Yd.	980	7.00		6,860.00
Trench Excavation	Cu. Yd.	80	12.00		960.00
Watering	M-Gal.	20	5.00		100.00
1"-0 Aggregate Base	Ton	1,068	7.25		7,743.00
Class "C" Asphalt Concrete	Ton	315	42.00		13,230.00
24-inch Culvert Pipe	Lin. Ft.	240	16.00		3,840.00
Guardrail, Type 2A	Lin. Ft.	300	18.00		5,400.00
Guardrail Anchors, Type 1	Each	4	350.00		1,400.00
Rail End Pieces, Type C	Each	4	125.00		500.00
Type 1 Fence	Lin. Ft.	155	6.00		930.00
Extra for Asphalt Approaches	Each	4	200.00		800.00
Loose Riprap, Class 50	Cu. Yds.	32	13.00		416.00

Bridge Removal Work	Lump Sum	All	Lump Sum		1,000.00
Structure Excavation	Cu. Yd.	200	5.00		1,000.00
Special Wall Backfill	Cu. Yd.	19	15.00		285.00
Concrete in Headwall and Collar	Cu. Yd.	17	350.00		5,950.00
Reinforcement in Headwall and Collar	Lb.	2,200	0.60		1,320.00
Bedding Material	Cu. Yd.	45	8.00		360.00
12'-4" X 7'-9" Structural Plate Pipe Arch	Lin. Ft.	62	175.00		10,850.00
				$	73,860.00

Anticipated Items

Perm. Pavement Striping	All Required	(40%)		$	640.00
Temp. Pavement Striping	All Required	(40%)			320.00
Roadside Seeding & Mulching	All Required	(40%)			400.00
EEO/Labor Compl. Mntr.		(0.5%)			285.25
				$	1,645.25
			Subtotal	$	75,505.25
			Engineering		10,193.75
			Total	$	85,699.00

Length of Structure 0.22 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure #10243-A	$ 144,447.00	$ 127,330.00	$ 8,559.00	$ 8,558.00
Structure #10256	85,699.00	75,543.00	5,078.00	5,078.00
Total	$ 230,146.00	$ 202,873.00	$ 13,637.00	$ 13,636.00

Group 010:0%; Group 011: 100%
Contract No. C 10,162
Prefix: C 527-1992; C 527-1993
Prefix: C 10162
Appn Code: 075
DDB:bkb

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION 378-3487 DES 16

TO: D. O. Christensen
Road Design Engineer

DATE: September 17, 1986

George F. Strawn

FROM: George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Drawing No. 1RV-539 (2 Sheets)
Airlie Road (M.P. 3.84) Bridge Section
FAS A541 (Airlie Road)
Polk County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the Plan to our office for further processing.

GFS:rlr
Attachment

APPROVED Christensen
Design Engr.

9/19 Signed by ESH
and returned.
cm

December 13, 1985

CON 5 - 10,162

Holm II, Inc.
P. O. Box 453
Stayton, OR 97383

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,162 for work on the Airlie Road Culvert and Peterson Creek Bridge Sections of FAS A541 in Polk County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Bill Piete

HOLM II, INC.
General Contractors – Bridge Construction
WOMAN OWNED
P.O. Box 453 • Stayton, Oregon 97383 • (503) 769-2649

LINDA HOLM, President
DENNIS HOLM, Vice President

November 22, 1985

Mr. Robert Gormsen
Commission Service
Room 121
Transportation Building
Salem, Oregon 97310

Re: Airlie Road Culvert & Peterson Ck. Bridge Sections
FAS A541 (Airlie Road)
Polk County
Bid Date: November 21, 1985

Holm II, Inc. intends to use the following firms to meet the DBE goals and the WBE goals for the above referenced project:

DBE Firm:

Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, Oregon 97060

Item		Unit	Amount
5.	Temp. Guard Rail, T 2A Reflec.	7.50	2,437.50
21.	Guard Rail, Type 2A	15.50	6,200.00
22.	Thrie Beam Guard Rail	L.S.	5,300.00
23.	Guard Rail Anchors, T 1	300.00	2,400.00
24.	Rail End Pieces, Type C	100.00	800.00
46.	Thrie Beam Rail with Tubing	50.00	3,750.00
			$20,887.50

EQUAL OPPORTUNITY EMPLOYER

WBE Firm:

Confem Construction Co.
P. O. Box 12614
Salem, Oregon 97309

Item	Unit	Amount
3. Temporary Signs (partial)	L.S.	$4,000.00

Respectfully submitted,

Linda Holm

Linda Holm
President

/lh

RECEIVED
NOV [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,162

Need cont #

FOSTER

L.B.FOSTER COMPANY

P.O. Box 23973
Oakland, CA 94623
(415) 489-7000

Notice to Public Agency and Original Contractor or Reputed Contractor as required by Oregon Lien Laws.

Date: DEC 04 1985

TO: OREGON STATE HIGHWAY DIV.
(Public Agency)
TRANSPORTATION BLDG
SALEM, OREGON 97310

TO: HOLM II
(Contractor)
P.O. BOX 453
STAYTON, OREGON 97383

SX10371

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 14" O.D. X .250 WALL API5L/A53 CARBON STEEL PIPE

equipment or materials for a total estimated price of $ 3,000.00
THREE THOUSAND DOLLARS

For the building, structure, or other work of improvement located at:

F AS A 541 AIRLIE ROAD
PETERSON CREEK BRIDGE
AIRLIE ROAD POLK COUNTY

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

HOLM II
P.O. BOX 453
STAYTON, OREGON 97383

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
DEC 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Offices and Service Centers Worldwide
Pipe, Rail & Track, Piling,
Construction Equipment, Highway Products
1837 Whipple Road, Hayward, CA 94544

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE__ DEC 9 1985 FE__ CP__
CA__ PQC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE__

10,162

November 25, 1985 PRO

Richard Dalke
County Engineer
Room 206, Courthouse
Dallas, OR 97338

Subject: Airlie Rd. Culvert & Peterson Cr. Br.
Project No. RS-A541(3)
Polk County

Dear Mr. Dalke:

On November 21 the Oregon State Highway Division received a satisfactory bid from Holm II Inc., P.O. Box 453, Stayton, Oregon 97383 on the subject project.

This is a Federal-Aid Secondary project, and as per our agreements No. 8068 and No. 8069 and our local government agreement, the county is requested to deposit the balance of their share of the remaining construction costs as computed below:

Contractor's Bid	$ 198,380.00	
Anticipated Items	4,392.00	
Subtotal	$ 202,772.00	
Contingencies (4 1/2%)	9,124.74	
Engineering (9%)	18,249.48	
Total Construction Cost	$ 230,146.22	✓
Estimated P.E. & R/W Cost	57,800.00	54,850
Less Free Br. Design & Specs	(8,100.00)	
Less Federal Funds (88.15%)	(246,684.44)	
Less State Share 1/2 Balance	(16,580.89)	
Less 65% County Advance Deposit	(10,000.00)	
Remaining Balance Due from County	$ 6,580.89	
COUNTY'S SHARE OF ADVANCE DEPOSIT	$ 6,600.00	

ok
Received
12-10-85
WCS

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $6,600 by December 13, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:bkb
Attachment
bcc: w/AD #85-139: Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-139 when advance deposit is received.
Gary A. Potter
Donald L. Trout

10,162

November 8, 1985

PRO

Richard Dalke
County Engineer
Room 206 Courthouse
Dallas, OR 97338

Dear Mr. Dalke:

SUBJECT: Airlie Rd. Culvert & Peterson Cr. Br.
Project No. RS-A541(3)
Polk County

On November 21, 1985 bid will be taken by the State Highway Division on the subject project. This is a Federal Aid Secondary Project and per our Agreements 8068 and 8069 and our Local Government Agreement the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$246,000
Less Federal Funds (88%)	(216,000)
Less State Share 1/2 Balance	(15,000)
County's Share	$ 15,000
65% of County's Share & Advance Deposit	$ 10,000

We will award the contract when we receive your advance deposit in the amount of $10,000 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

CK
Received 11-20-85

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachment

bcc w/AD #85-130: Rick Sjolander, Region 2
Vern Skoog-Please return compelted AD #85-130 when advance deposit is received.
Gary A. Potter
Donald L. Trout

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RS-A541(3)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40141 & 40142

6. TO

10-31-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Orig w/ att to
11/4

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE
September 4, 1985

8. FEDERAL ROUTE NUMBER
FAS-A541

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Airlie Rd. and Peterson Cr. Bridge #53C019000700431

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8-2-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $230,000; Federal Funds $202,740 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 10-25-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

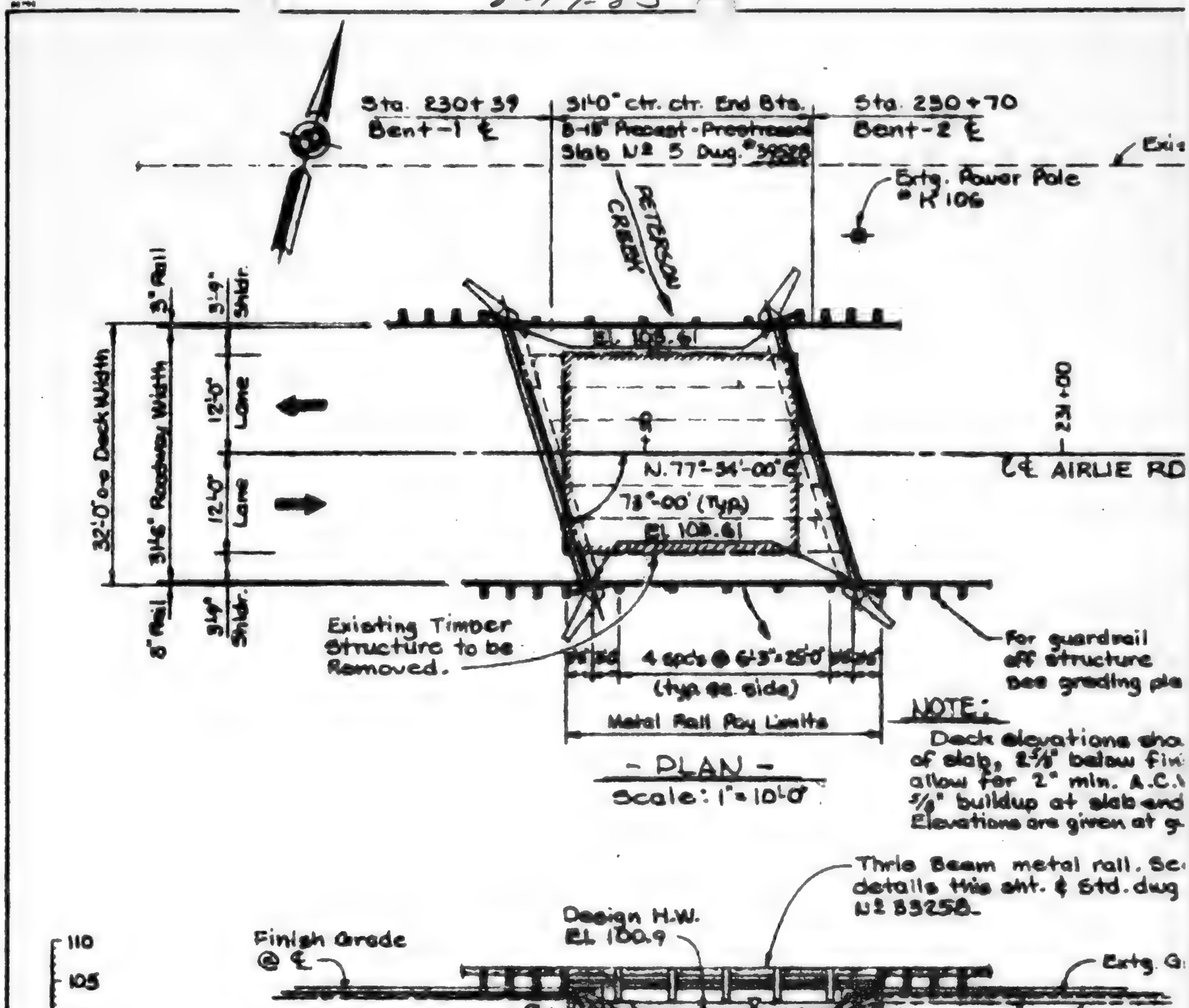
14. DATE
10/30/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,162 8-19-85


Sta. 230+39
Bent-1 ℄
31'-0" ctr. ctr. End Bts.
8-15" Precast-Prestressed Slab № 5 Dwg. #30528
Sta. 230+70
Bent-2 ℄
Exis
Extg. Power Pole #K106
PETERSON CREEK
3'-9" Shldr.
3" Rail
32'-0" o-o Deck Width
31'-6" Roadway Width
12'-0" Lane
12'-0" Lane
3'-9" Shldr.
3" Rail
EL 108.61
N.77°-34'-00"E
73°-00' (Typ.)
EL 108.61
231+00
℄ AIRLIE RD
Existing Timber Structure to be Removed.
4 spcs @ 6'-3" = 25'-0"
(typ. ea. side)
Metal Rail Pay Limits
For guardrail off structure see grading pla
- PLAN -
Scale: 1"=10'-0"
NOTE:
Deck elevations sho
of slab, 2⅝" below fin
allow for 2" min. A.C.
⅝" buildup at slab end
Elevations are given at g
Thrie Beam metal rail. Se
details this sht. & Std. dwg
№ 33258.
Design H.W.
EL 100.9
Finish Grade
@ ℄
Extg. G
Extg. Gr
Extg. Gr. @ 15'
110
105
100
95
90
85
Pin
Pin
1'- Class 50 Riprap ea. side
L.W. Dry Bottom
Bent-1
Bent-2
NOTE:
Elevations based on an assumed elevation of 100.0 at spike in power pole #K106, 26.8' left of Sta. 230+78.7.
TB 3
0.18
- ELEVATION -
Scale: 1"=10'-0"
36°
31'-0" ctr. ctr. End Bts.
℄ Bent-1
54°
℄ Bent-2
℄ Bt. 2
Sta. 230+39
Sta. 230+70
3-pile spaces @ 10'-8" = 32'-0"
35'-8" (typ.)
℄ AIRLIE RD.
73° (typ.)
2'-6" (typ.)
1'-3" (typ.)
℄ Bt. 1
54°
36°
- FOOTING PLAN -
Scale: 1"=10'-0"

APPROVED Aug 19 19

BOARD OF COMMISSIONERS OF Polk COUNTY

BY Benj. F. Woodell
COMMISSIONER

Robert C. Landon
COMMISSIONER

Guy Hansen
COMMISSIONER

10,162

8-15-85

Section Airlie Rd. Culvert & Peterson Cr. Br. Programming Estimate $ 500,000
Highway FAS A541 (Airlie Rd) Project Length 0.21 mi
County Polk Completion ~~Time~~ Date 10/31/86
Kind of Work Grading, Paving & Structure Est. Comp. Date 10/31/86
Prefix C527-1992
C527-1993 Letting Date Nov. 21, 1985 Project No. RS-A541(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 212,697.00

Anticipated Additional Items:

Royalty Payment		$ 4,460.00
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1600	
Temporary Pavement Striping	800	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching	1,060	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
EEO/Labor Compliance Monitoring	~~1060~~ 992	
Adjust Utilities:		

Subtotal $ 217,157.00

Contingencies (4-1/2%) 9,772.07

Engineering (~~8,~~ 9, ~~10%~~) 19,544.13

Subtotal $ 246,473.20

Credit for ________ . . . . . . —

Estimated Net Authorization, Construction . . . . . . $ 246,473.20

APPROVED

RECEIVED
SEP 12 1985
Federal Aid Unit

JB
9/23

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Airlie Rd. Culvert & Peterson Cr. Bridge Secs.		COUNTY Polk		SHEET 1 OF 3
KIND OF WORK Grading, Paving & Structures	KEY NUMBER	LENGTH 0.21	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 8/15/85 MLW					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING 11/21/85					
	Mobilization		LUMP SUM	All	LUMP SUM	16,300^{00}
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	7,500
	Temporary Signs		Sq Ft	630	6^{00}	3,780
	Temporary Barricades		Each	15	70^{00}	1,050
	Temporary Guard Rail, Type 2A Reflectorized		Lin Ft	325	7^{00}	2,275
	Temporary Concrete Barrier		Lin Ft	75	16^{00}	1,200
	Temporary Plastic Safety Markers		Each	25	50^{00}	1250
	Temporary Delineators		Each	25	18^{00}	450
	Flaggers		Hour	120	17-	2,040^{00}
	ROADWORK					
	Clearing and Grubbing		LUMP SUM	All	LUMP SUM	2,000^{00}
	Toe Trench Excavation		Cu Yd	22	15-	330^{00}
	Embankment in Place		Cu Yd	1973	6-	11,838^{00}
	Stone Embankment		Cu Yd	208	9-	1,872^{00}
	Detour Removal Excavation		Cu Yd	968	4-	3,872^{00}
	Trench Excavation		Cu Yd	83	10-	830^{00}
	Watering		M-Gal	48	20-	960^{00}
	1"-0 Aggregate Base		Ton	2520	10-	25,200^{00}
	Class "C" Asphalt Concrete		Ton	780	42-	32,760^{00}

734-1736 (REV. 2-84)

SUMMA --BID SCHEDULE--COST E TIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Airlie Rd. & Peterson Cr. Bridge secs.		COUNTY		SHEET 2	OF 3
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	18-inch Culvert Pipe		Lin Ft	48	24-	1,152^{00}
	24-inch Culvert Pipe		Lin Ft	240	30-	7,200^{00}
	Guard Rail, Type 2A		Lin Ft	400	15-	6,000^{00}
	GUARD RAIL, THRIEBEAM ~~Guard Rail, Type 3~~		LUMP SUM ~~Lin Ft~~	ALL ~~100~~	LUMP SUM	5,000^{00}
	Guard Rail Anchors, Type 1		Each	8	350-	2,800^{00}
	Rail End Pieces, Type C		Each	8	90-	720^{00}
	Type 1 Fence		Lin Ft	155	5-	775^{00}
	Type 2 Fence		Lin Ft	320	5-	1,600^{00}
	16' x 48" SINGLE GATE		EACH	1	300-	300^{00}
	EXTRA FOR ASPHALT APPROACHES		EACH	9 ~~1~~	200-	1,800 ~~200^{00}~~
	Loose Riprap, Class 50		Cu Yds	93	20-	1,860^{00}
	STRUCTURES					
	Bridge No. 10256A					
	Bridge Removal Work 600 ft^2 @ 4		LUMP SUM	All	LUMP SUM	2,400
	Structure ~~Trench~~ Excavation		Cu. Yd	~~142~~	10^{00}	1680 ~~1,420~~
	Special Wall Backfill		Cu Yd	18	15^{00}	270
	Concrete in Headwall and Collar		Cu Yd	16	225^{00}	3,600
	Reinforcement in Headwall and Collar		Lb	2100	.45	945
	Bedding Material		Cu Yd	90	12^{00}	1,080

734-1736 (REV. 2-84)

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Airlie Rd & P. [illegible] Creek Bridge			REFERENCE NAME/PHONE		COUNTY	SHEET 3 OF 3
KIND OF WORK		KEY NUMBER		LENGTH	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	12'-4" x 7'-9" Structural Plate Pipe Arch		Lin Ft	62	145^{00}	8,990
	Bridge No 10243A					
	Bridge Removal Work 750 ft² @ $4		LUMP SUM	All	LUMP SUM	3,000^{00}
	Shoring, Cribbing, Etc		LUMP SUM	All	LUMP SUM	1,500
	Structure Excavation		Cu Yd	91	11^{00}	1,001
	Furnish Pile Driving Equipment		LUMP SUM	All	LUMP SUM	10,000
	Furnish Stee Pipe Piling		Lin Ft	200	12^{00}	2,400
	Drive Steel Pipe Piles		Lin Ft	200	4^{00}	800
	Structural Concrete, Class 3300 41 CY @ 225/CY		LUMP SUM	All	LUMP SUM	9,225
	Reinforcement 3040# @ $.40/#		LUMP SUM	All	LUMP SUM	1,216
	4' x 30'/35' Prestressed Slabs 4' x 31' @ 15.50/ft²		Each	8	1922^{00}	15,376
	~~Reinforced Concrete [illegible]~~		~~Sq Yd~~	~~149~~	~~55^{00}~~	~~8,195~~
	Thrie Beam Rail~~ing~~ with Tubing		Lin Ft	75	60^{00}	4,500
	~~Membrane Waterproofing~~		~~Sq Yd~~	~~115~~	~~7^{00}~~	~~805~~
						212,697^{00} ~~219,837^{00}~~

10,162

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: August 2, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40141 and 40142
Project No. RS-A541(3)
Airlie Rd. and Peterson Cr. Bridge Sec.
County Road
Polk County

It is the Oregon State Highway Division's present intention to receive bids for this project on November 21, 1985.

Clearinghouse review conclusions we previously forwarded.

DRH:bkb
Attachments
cc: W.G. Anhorn, Region 2
Michael Shultz, w/attach.
General Files

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPN CODE	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	1 Proj. POST MI.	ITEM NO.	PROJECT LOCATION
Oregon	41	075	RS-	A541	(3)		40141 40142	Co. Rd., 6 mi. SW of Monmouth S.W. 1.5 mi.

CHARACTER OF PROPOSED WORK	CLASS OF FEDERAL FUNDS	NAME OF URBAN AREA
Str. & Culvert	Rural Secondary	----

COUNTY NAME	CODE	REGION	ADT PRESENT	ADT DHV	CONG. DIST.	4R PROJ.	DATE
Polk	053	10	500	60	1		August 2, 1985

ROUTE NO.	FEDERAL-AID	U/C	STATE	U.S.
S	A 541	U|C	Co. Rd.	----

KEY ID # 01939 & 01940

WORK TYPE	TYPE OF IMPR.	SECTION	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS (County)
CONST X080 Y007	(09) (09)	"Airlie Rd. & Peterson Cr. Bridge Secs."	0.22	230,000	202,740	13,630	13,630
PREPARED BY DRH		PROJECT TOTALS	0.22	230,000	202,740	13,630	13,630

REMARKS

Additional Data: Item Nos. 40141 and 40142; Project Nos. RS-A541(1) & (2).

Project Data: Work under this project consists of: 1) construct one prestressed reinforced concrete slab span bridge (No. 10243-A) length 31 ft., roadway width 31' 6"; 2) construct structural plate arch pipe (bridge No. 10256A) 12'-4" X 7'-9' length 61'-6"; 3) remove existing structures; 4) construct detour and remove; 5) construct approaches as directed requiring grade, drain and H-T pave to provide two 12-ft. travel lanes with 4 ft. paved shoulders; 6) adjust utilities as required; and &0 incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement Nos. 8068 and 8069 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 6-26-84.

Note: Included in 6 Yr. HIP on Page 113 and included in FY '85 Status Report.

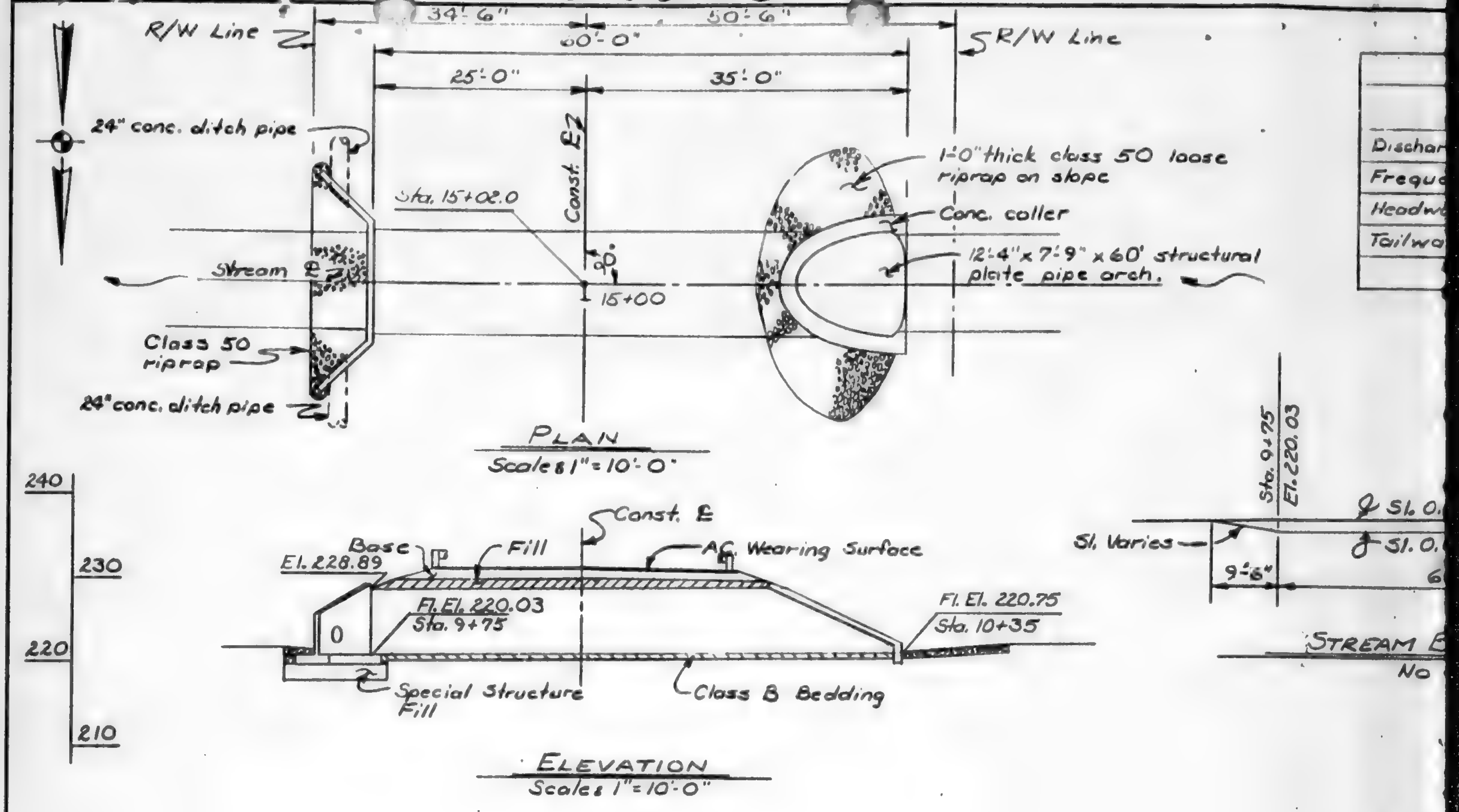
Data for FHWA 37's:

Code	Cost
X080	$155,000
Y007	75,000

REV. PR-1

10,162

3-22-85

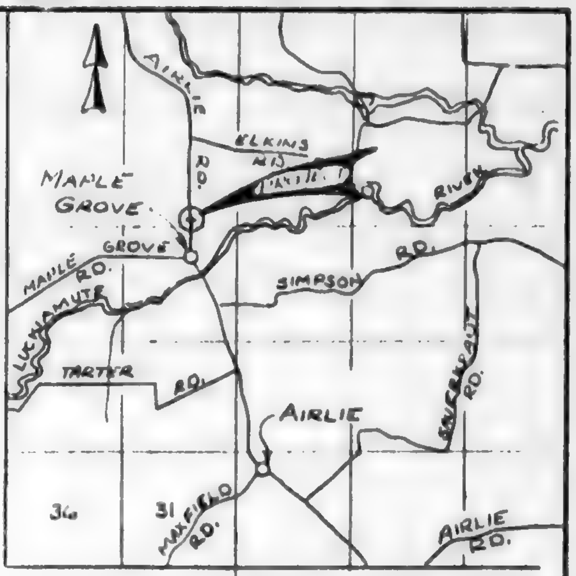

R/W Line
34'-6"
50'-6"
60'-0"
R/W Line
25'-0"
35'-0"
24" conc. ditch pipe
Const. ℄
Sta. 15+02.0
90°
15+00
Stream ℄
1'-0" thick class 50 loose riprap on slope
Conc. coller
12'-4" x 7'-9" x 60' structural plate pipe arch.
Class 50 riprap
24" conc. ditch pipe
Discha
Frequ
Headw
Tailwa
PLAN
Scale: 1" = 10'-0"
240
230
220
210
Const. ℄
Base
Fill
AC Wearing Surface
El. 228.89
Fl. El. 220.03
Sta. 9+75
Fl. El. 220.75
Sta. 10+35
Special Structure Fill
Class B Bedding
ELEVATION
Scale: 1" = 10'-0"
Sta. 9+75
El. 220.03
Sl. Varies
Sl. 0.
Sl. 0.
9'-6"
6
STREAM
No

Region

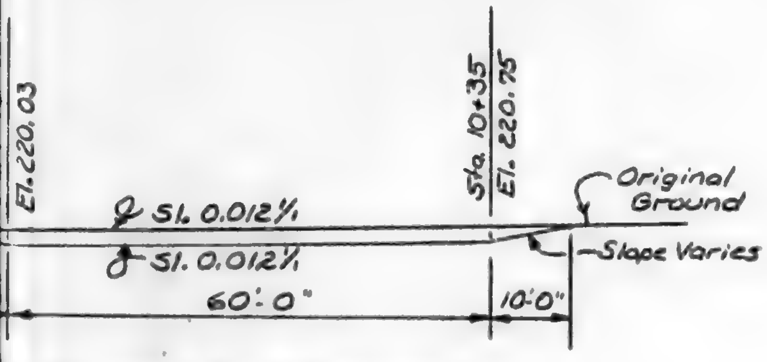
HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAX. PROBABLE FLOOD
Discharge, cfs	300	395	525
Frequency yrs.	25	100	500
Headwater El. ft.	227.7	228.6	
Tailwater El. ft.	226.0	226.7	

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ½" = 1'-0"
SHOULD BE READ ¼" = 1'-0"
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"


AIRLIE RD.
ELKINS RD.
MAPLE GROVE
RIVER
MAPLE GROVE RD.
SIMPSON RD.
LUCKIAMUTE
TARTER RD.
AIRLIE
36
31
MAXFIELD RD.
AIRLIE RD.

VICINITY MAP
No Scale


El. 220.03
Sta. 10+35
El. 220.75
℄ Sl. 0.012%
℄ Sl. 0.012%
Original Ground
Slope Varies
60'-0"
10'-0"

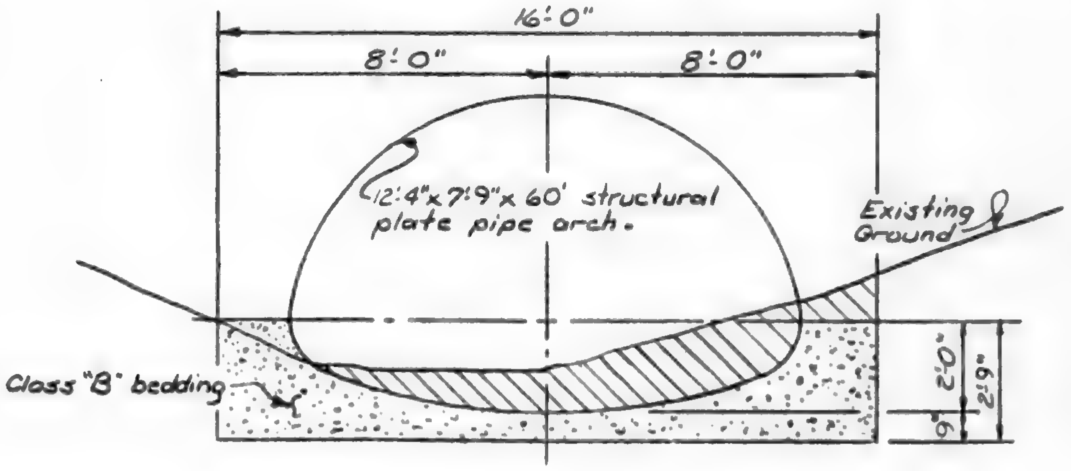
STREAM BED PROFILE
No Scale

APPROVED 3-22-85
DATE

COMMISSIONER

Robert C. Landers
COMMISSIONER

COMMISSIONER


16'-0"
8'-0"
8'-0"
12'-4" x 7'-9" x 60' structural plate pipe arch.
Existing ℄ Ground
Class "B" bedding
2'-0"
2'-9"
9"

TYPICAL PIPE SECTION
Scale: ½" = 1'-0"

DATE	REVISION	BY

APPROVED:
PE
BRIDGE ENGINEER
PE
ASSISTANT STATE HIGHWAY ENGINEER

Sam M Grossberg
DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

AIRLIE ROAD CULVERT
AIRLIE ROAD AT M.P. 3.84
AIRLIE RD. POLK COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE 1-4-85 CALC. BOOK 2025 SHEET ___ OF ___
BRIDGE NO. 10256A DRAWING NO. 40346

10,162

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 27, 1985

In Reply Refer To
File No.:

Ralph Blanchard
County Roadmaster
Room 206 Courthouse
Dallas, OR 97338

RE: Airlie Road Culvert

Enclosed are two each copies of drawings 40346, 40144, and 40145 which are the preliminary plan and elevation and vicinity map for the Airlie Road Culvert.

Our present estimate of cost for this portion of the contract is:

Roadwork	$44,500
Structure	21,600
Engineering & Contingencies	13,200
Total	$79,300

Please review the plans and return one set to this office with your comments and appropriate signatures in the approval block.

for Richard T. Sjolander
Region Federal Aid Specialist

RTS:jn

cc: LPU
Bridge

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 28 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,162

STATE OF OREGON

INTEROFFICE MEMO

DES 23
10256A

TO: W. G. Anhorn
Region 2 Engineer
Attention Rick Sjolander
Region Fed. Aid Engr.

DATE: February 26, 1985

FROM: Oliver M. Parent OM Parent
Principal Structural Design Engineer

SUBJECT: Airlie Road (MP 3.84) Culvert 10256A
Airlie Road (MP 3.84) Culvert Section
Airlie Road FAS A541
Polk County

Attached are four reduced prints of Drawings 40346, 40144, 40145 which are the preliminary plan and elevation and vicinity map for this structure. Our letter of February 12, 1985 included plans and cost data for the Peterson Creek Bridge portion of the contract.

Our present estimate of costs for this portion of the contract is:

Roadwork	$44,500
Structure	21,600
Engineering and Contingencies	13,200
TOTAL	$79,300

Please use these prints to obtain the approval of Polk County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on July 25, 1985.

SMG:smd

Attachments

cc H. A. Schell /w/ 1 set
Road Design /w/ 1 set
~~Program~~ Section /w/ 1 set
Environment(M.Banks) /w/ 1 set

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
[illegible] 1985
REFER TO Mike Schultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10,162

2-20-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 527

County Polk

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A541(1) Prefix 527-1992

Project Name Peterson Creek (Airlie Rd.) Br. #53C19 (m.p. 4.3)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way * See Supplemental Agreement for right-of-way services #261.

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon, this 20th day of Feb., 1985

County of POLK

County Judge/Chairman

x

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor

Date 10/23/85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

10,162

2-20-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 527

County Polk

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A541(2) Prefix 527-1993

Project Name Airlie Road Bridge #53C16 (M.P. 3.84)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way * See Supplemental Agreement for right-of-way services #25

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon, this 20th day of Feb., 1985

County of POLK

County Judge/Chairman

Robert C Landers
Commissioner

Commissioner

Certified By:
Douglas A Smith
Regional Right-of-Way Supervisor
Date 10-10-85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

10,162-

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 15, 1985

In Reply Refer To
File No.

Ralph Blanchard
Roadmaster, Room 206
Polk County Courthouse
Dallas, Oregon 97338

RE: Peterson Creek Bridge

Enclosed are two copies of drawings (40257 and 40163) which are the preliminary plan and elevation and vicinity map for subject project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 57,100
Structure	66,000
Engineering and Contingencies	21,900
TOTAL	$145,000

We plan to call for bids on this project on July 25, 1985.

Please review the drawings and return one set with your comments and appropriate signatures in the approval block.

/S/

Richard T. Sjolander
REGION FEDERAL AID SPECIALIST

RTS/POS:vlw

c: ✓ LPU
Bridge

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 15 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

& MKS
H

734-1867 (3-84)

10,162

STATE OF OREGON

INTEROFFICE MEMO

TO: Bill Anhorn
Region 2 Engineer

ATTN: Phil Stearns

DATE: February 12, 1985 DES 23
10243A

ORIGINAL SIGNED
O. M. PARENT

FROM: Oliver M. Parent, P.E.
Principal Structural Design Engineer

SUBJECT: Peterson Creek Bridge
Airlie Road (FAS A541)
Polk County
BR 10243A

Attached are four reduced prints of Drawings 40257 and 40163 which are the preliminay plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels and membrane waterproofing have been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 57,100
Structures	66,000
Engineering & Contingencies	21,900
TOTAL	$145,000

Please use these prints to obtain the approval of Polk County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on July 25, 1985.

OMP:WMT:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1
Road Design /w/ 1
✓ Program Section /w/ 1
Environment (M. Banks) /w/ 1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
FEB 13 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367

CON 19-1
[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A541(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
2/14

7. DATE AUTHORIZATION EFFECTIVE 2/4/85

8. FEDERAL ROUTE NUMBER Secondary A541

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Peterson Creek (Airlie Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 1/28/85 the program change adding "Right-of-Way Acquisition" to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with the actual acquisition of File Nos. 54293 and 54294 as shown on R/W map IR-3-1489 at a TEC of $5,200; Federal Funds $4,583.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

14. DATE 2/12/85

15. SIGNATURE OF APPROVING OFFICIAL John R Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Jan 19
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: January 28, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Program Change
Item No. 40141
Project No. RS-A541(1)
Peterson Cr. (Airlie Rd.) Br. Section
County Road
Polk County
File Nos. 54293 and 54294

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition" at an estimated total cost of $5,200.00 with federal funds of $4,583.00. The right of way to be acquired consists of fee taking and does not involve relocation assistance.

I further request authorization to proceed with the actual acquisition of the required right of way as outlined in red on the enclosed copy of right of way map IR-3-1489.

RDS:bkb
Enc.
cc: J.B. Boyd
Don Aman
Mike Shultz
— General File

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: January 25, 1985

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Peterson Creek (Airlie Rd.) Br.
Section
Airlie Rd.
Polk County
Project #RS-A541(1)

We have received two files on the above FAS-C project that is scheduled for a 23 May '85 letting. The acquisition of this right-of-way is estimated at $5,200 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54293 and 54294 as shown on map 1R-3-1489.

DA:jh
attach.

A-95 approved

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JAN 28 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

2 ON 12-1
[illegible]

AGR 259, 260, 261

STATE OF OREGON

INTEROFFICE MEMO

TO: Doug Luth
Region 2 R/W Supervisor

DATE: January 3, 1985

FROM: Alan W. Lightner, Manager
Right of Way Office Unit

MISC. CONTRACTS and
AGREEMENTS No.______

[illegible]

SUBJECT: AGR 259, 260, 261
(Right of Way Services)
Misc. C&A 7985, 8068, 8069

Attached is an original for Polk County and a copy for your files of the subject right of way services agreements.

AL
mp
Attachments

cc:
Bill Anhorn, w/c
Comm. Serv., w/orig.
Finance, w/c
Local Gov't Programs, w/c
Cliff Laux, w/c
Appraisal, w/c
Title, w/c
Description, w/c

[illegible]

81-125-1307

AGR 259, 260, 261

STATE OF OREGON

INTEROFFICE MEMO

TO: Doug Luth
Region 2 R/W Supervisor

FROM: Alan W. Lightner, Manager
Right of Way Office Unit

SUBJECT: AGR 259, 260, 261
(Right of Way Services)
Misc. C&A 7985, 8068, 8069

DATE: January 3, 1985

MISC. CONTRACTS and
AGREEMENTS No.______

Attached is an original for Polk County and a copy for your files of the subject right of way services agreements.

AL
mp
Attachments

cc: Bill Anhorn, w/c
Comm. Serv., w/orig.
Finance, w/c
Local Gov't Programs, w/c
Cliff Laux, w/c
Appraisal, w/c
Title, w/c
Description, w/c

all 3 agree noted in agree [illegible]

81-125-1387

June 27, 1984

Polk County Board of Commissioners
104 Courthouse
Dallas, OR 97338

AGR 4-2

Attention: Violet Siddall Starks
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Peterson Creek (Airlie Road) Bridge Section (FAS A541).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter,
State Highway Engineer

DATE: August 29, 1983

FROM: Gary A. Potter,
Manager, Program Section Gary

SUBJECT: FAS-C Project
Peterson Crk. (Airlie Rd.) Br. Sec. M.P. 4.31
FAS-A 541
Polk County

Polk County is requesting a project to replace the Peterson Creek Bridge on Airlie Road FAS-A541. The new structure will be approximately 28 feet long and will have a roadway 32 feet wide. No additional R/W. Engineering by County and State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Polk County	Peterson Crk (Airlie Rd) Bridge Section M.P. 4.31 FAS A541 Structure	$232,600	$204,700	$13,950	$13,900

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:
H S Coulter
State Highway Engineer
Date 8-29-83

GAP:blm
Attachment

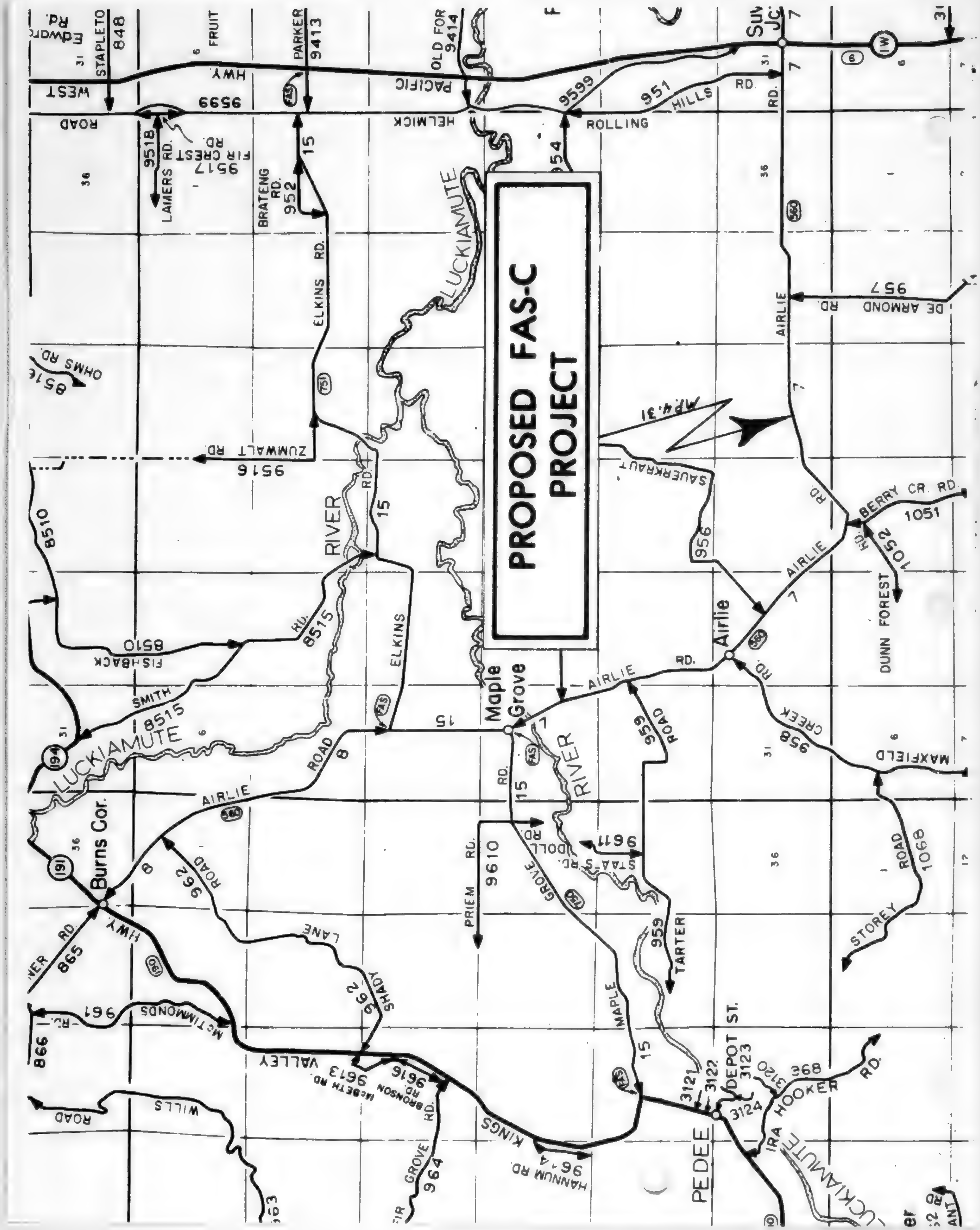
8.30
Orig to Dorman
by Potter
Lites

RECEIVED
STATE HWY ENGR
AUG 29 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials


PROPOSED FAS-C PROJECT
M.P. 4.31
Maple Grove
Airlie
Burns Cor.
PEDEE
LUCKIAMUTE
RIVER
AIRLIE RD.
AIRLIE ROAD
ELKINS RD.
ELKINS
HELMICK ROAD
PACIFIC HWY. WEST
ROLLING HILLS RD.
SAUERKRAUT
DE ARMOND RD.
BERRY CR. RD.
DUNN FOREST RD.
MAXFIELD
CREEK RD.
STOREY ROAD
TARTER
PRIEM RD.
MAPLE GROVE RD.
DOLL RD.
STAATS RD.
ZUMWALT RD.
FISHBACK RD.
SMITH
OHMS RD.
BRATENG RD.
LAIMERS RD.
FIR CREST RD.
PARKER
STAPLETON
FRUIT
OLD FOR
SHADY LANE ROAD
MC TIMMONDS RD.
VALLEY HWY.
KINGS
MC BETH RD.
BRONSON RD.
HANNUM RD.
FIR GROVE RD.
WILLS ROAD
DEPOT ST.
IRA HOOKER RD.
9599
951
9413
9414
954
9518
9517
952
15
7
8
957
956
958
959
9610
9611
9516
8510
8515
1051
1052
1068
865
866
961
962
9613
9616
964
9614
3121
3122
3123
3124
3120
368
848
560
751
194
191
190
FAS
IW
31
36
6

June 27, 1984

Polk County Board of Commissioners
104 Courthouse
Dallas, OR 97338

AGR 4-2

Attention: Violet Siddall Starks
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8068

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Airlie Road (M.P. 3.84) Bridge, bridge number 53C16.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H. S. Coulter
State Highway Engineer

DATE: August 29, 1983

FROM: Gary A, Potter, Manager GAP
Program Section

SUBJECT: FAS-C Project
M.P. 3.84 Arlie Road
FAS-A541
Polk County

Polk Couty is requesting a project to replace a bridge at M.P. 3.84 on Arlie Road. The new bridge is to be approximately 25 feet long and will have a roadway 32 feet wide. No additional R/W. Engineering by County and State.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
Polk County	M.P. 3.84 Arlie Road FAS-A541-Structure	$239,700	$211,100	$14,300	$14,300

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 8-29-83

HR:pf

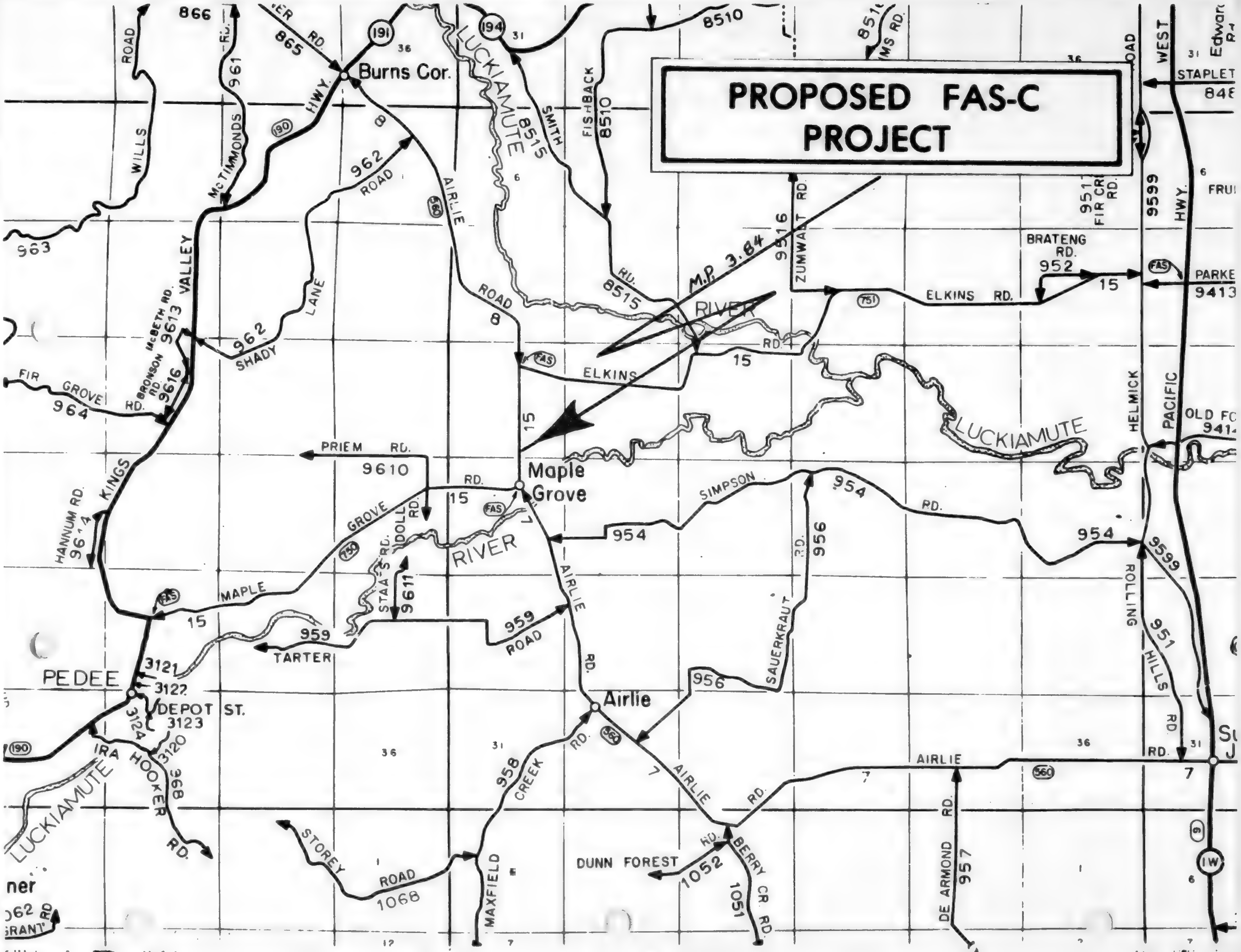
8/30 to Glorinder
orig
cy Potter
file

RECEIVED
STATE HWY ENGR
AUG 29 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1367



PROPOSED FAS-C PROJECT

M.P. 3.84

Burns Cor.
Maple Grove
Airlie
PEDEE
LUCKIAMUTE
RIVER
AIRLIE ROAD 8
ELKINS RD. 15
ELKINS
ZUMWALT RD. 9516
SMITH 8515
FISHBACK 8510
RD. 8515
BRATENG RD. 952
PARKE 9413
HELMICK
WEST
PACIFIC HWY.
STAPLET 848
OLD FO 941
9599
ROLLING HILLS RD. 951
SIMPSON RD. 954
954
SAUERKRAUT RD. 956
956
AIRLIE RD. 7
DE ARMOND RD. 957
BERRY CR. RD. 1051
DUNN FOREST RD. 1052
MAXFIELD
STOREY ROAD 1068
CREEK RD. 958
959 ROAD
TARTER 959
STAATS RD. 9611
DOLL RD.
GROVE RD. 15
MAPLE 15
PRIEM RD. 9610
KINGS VALLEY HWY.
HANNUM RD. 9614
FIR GROVE RD. 964
BRONSON RD. 9616
McBETH RD. 9613
SHADY LANE 962
962 ROAD
McTIMMONDS RD. 961
WILLS ROAD
963
866
865 RD.
DEPOT ST.
3121
3122
3123
3124
3120
IRA HOOKER RD. 368
GRANT RD. 062
191
194
190
560
751
750
FAS
IW
6

rll

CCN 17-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A541(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-24-84

4. PROGRAM NO.

5. ITEM NO. 40141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/24/84	Secondary A541	County Road

10. GENERAL LOCATION:
Peterson Creek (Airlie Road M.P. 4.31) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $28,800
FF $25,386

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/2/84.

RECEIVED
STATE HWY ENGR
FEB 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
2/29

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/24/84	G. K. Hassner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A541(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Polk

Airlie Rd. B

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40142

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/24/84

8. FEDERAL ROUTE NUMBER Secondary A541

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Airlie Road (M.P. 3.84) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $28,800
FF $25,386
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/2/84.

RECEIVED
STATE HWY ENGR
FEB 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig. to
2/29

14. DATE 2/24/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,162

COUNTY COURTHOUSE
ROOM 206
DALLAS, OREGON
97338-3172

DALLAS 623-9258
SALEM 370-2506
INDEP.-MONM. 838-0580
EXT. 506

Polk County Surveyor
C. RALPH BLANCHARD

June 6, 1984

Philip Stearns
Region II FAS Specialist
2960 State Street
Salem, Or. 97310

Dear Phil:

Returned herewith are two project agreements covering Petersen Creek (Airlie Road) and M.P. 3.84 (Airlie Road).

I felt it prudent to delay acting on these agreements until our funding picture for the FY 1984-1985 stabilized.

Due to catastrophic revenue shortfalls in Polk County's budget situation, I must prioritize my FAS and HBR match money.

Polk County's fiscal year is from July 1 through June 30.

FY 1984-85	Plum Creek Culvert - FAS
FY 1985-86	Luckiamute River (Grant Road) - HBR Petersen Creek (Airlie Road) - FAS M.P. 3.84 (Airlie Road) - FAS
FY 1986-87	(2) Salt Creek (Brown Road) - HBR Sheythe Creek (Sheythe Road) - HBR

Thank you for your assistance in this matter.

Very truly yours,

C Ralph Blanchard

C. Ralph Blanchard,
Polk County Surveyor and
Roadmaster

JUN 18 1984
RECEIVED
REGION 2 OFFICE

CRB:g
enclosures

REGION 2 OFFICE
RECEIVED
JUN 18 1984 RGS......
RLO..... RMZ...... ROM ......
RE ...... RCE...... RPC ...... RFS S
RTS ..... RLS...... RSR ....
RUS...... RG ......

TO: Dale E. Wilken 10,162
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
2-2-84 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 6 mi. S.W. of Monmouth "Airlie Road (MP 3.84) Bridge Sec."	075	40142	RS-A541(2)	A541	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Polk Code 053

A-95 Review:

State Cl. Ho.......... Exempt___ Date Approved 1-17-84 OR 831219-029-2

Dist. 3 Cl. Ho. ..... Exempt___ Date Approved 1-17-84 No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 8-12-83

1-EIS ___ 2-Categorical Exclusion x 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 5.

(2) Br. No. 53C16

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

x All Phases
___ All Phases thru Final Envir. Document
  x Incl. Archeological Salvage
  x " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 28,800
88.15%	FF	$ 25,386
	STATE	$ 1,707
	Co.	$ 1,707

For PR-37:
Field Phase $___
PS&E Phase $___

REMARKS:
Enclosed is a copy of Part 1, 2 & 4 of the Project Prospectus and project map.

CL:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-2-84	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

2-2-84

TO: Dale E. Wilken 10,162
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 7.5 mi. S.W. of Monmouth "Peterson Cr. (Airlie Rd.) Bridge Sec."	075	40141	RS-A541(1)	A541	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Polk Code 053

A-95 Review:

State Cl. Ho.......... Exempt__ Date Approved 1-24-84 OR831216-026-2

Dist. 3 Cl. Ho. ..... Exempt__ Date Approved 1-24-84 No Reply__

Project Environmental Assessment: FHWA Concurrence Dated 8-12-83

1-EIS ____ 2-Categorical Exclusion x 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 5.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

x All Phases
__ All Phases thru Final Envir. Document
x Incl. Archeological Salvage
x " Util. Preparatory Work
__ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 28,800
88.15%	FF	$ 25,386
	STATE	$ 1,707
	Co.	$ 1,707

For PR-37:
Field Phase $____
PS&E Phase $____

REMARKS: Enclosed is a copy of Part 1, 2 & 4 of the Project Prospectus and project map.

CL:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-2-84	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

CON. 17-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: Arlie Road @ MP 3.84 FAS-A541 POLK CO.

PNRS #: OR831210-029-2

DATE: January 31, 1984

The State Clearinghouse has received additional comments from Department of Fish & Wildlife subsequent to our conclusion letter of January 17, 1984 please see copy (ies) attached for your attention.

NOTED
H.S. COULTER

Additional Clearinghouse comments:

PROGRAM SECTION
February 7, 1984
cc: FHWA
State Highway Engineer
Location Unit
Right of Way Section
Road Design Section (4)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
D. O. Christensen, Region 2 Engineer
R. A. Kuehn, District 3 Engineer

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

PNRS #7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JAN 31 1984

PNRS STATE REVIEW

Project #: OR 831219-029-2 Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency F&W By Tony Faast

PNRS #2 Phone Number 229-5679

ODFW Comments on: OR 831219-029-2

The Oregon Department of Fish and Wildlife has no objection to the Airlie Rd. Bridge Project in Polk County providing the following conditions are observed during construction:

1) Work confined to low flow period.

2) Adequate measures are taken to minimize turbidities which could arise during construction.

3) No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).

4) Soils disturbed by the project are stabilized and revegetated.

5) All project debris is removed from the stream.

6) Please coordinate the planning and implementation with our District Fish and Wildlife Biologist.

John Haxton
District Fish Biologist
1120 W. Baker
McMinnville, OR 97128

#472-1474

CON 19-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR

JAN 26 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROGRAM SECTION
1-26-84

Peterson Cr.

cc: FHWA
✓State Hwy. Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec. (4)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. 2: C.O. Fredrickson
Dis. 3: R.A. Kuehn

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: PETERSON CREEK BRIDGE SECTION AIRLIE RD (MP 4.31) FAS-A541 POLK COUNTY

DATE: JANUARY 24, 1984

& Mid Willamette Valley Council of Governments

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: ☐

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project OR 331216-026-2 Return Date: ______

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

RECEIVED
DEC 21 1983
DIVISION OF STATE LANDS

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ______

PNRS #2 Phone Number [illegible]

CON 19-1
Airlie

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
JAN 20 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
January 19, 1984
cc: FHWA (1)
State Highway Enginee
Location Unit
Right of Way Section
Road Design Sec. (4)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
D. O. Christensen, Reg. 2
R. A. Kuehn, District 3

CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Arlee Road @ MP 3.84 AIRLIE

DATE: January 17, 1984 FAS-A541 POLK COUNTY

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR831219-029-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project #: OR 831219-029-2 Return Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ____________

PNRS #2 Phone Number 8-3057

CON 17-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: December 15, 1983

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley
Council of Governments
ATTN: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Peterson Cr. (Airlie Rd.) Br. Sec.
Highway: Airlie Road (M.P. 4.31) FAS-A541
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be January 30, 1984.

JLG:bkb
Attachments

bc:
- D.E. Wilken, FHWA
- H.S. Coulter
- R.N. Bothman ✓
- F.E. Terpin
- J.B. Boyd (2)
- J.H. Versteeg (3)
- Cam Gilmour
- W.J. Hart
- Reg. 2 Engr.: C.O. Fredrickson
- Dis. 3 Engr.: R.A. Kuehn
- Aeronautics Division
- David Powers, Parks
- J.L. Gaither

R. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
DEC 16 '83
REFER TO
FOR

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP 97310	
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 Peterson Cr. (Airlie Rd.) Br. Sec.			
11	12] PROJECT LOCATION—CITY Airlie Road (M.P. 4.31) FAS-A541	PROJECT LOCATION—COUNTY Polk	PROJECT LOCATION [79 SEC: 34 T: 9S R: 5W	
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) Replace narrow, deteriorated wood bridge with modern concrete bridge.			
06	12] [71			
07	12] [71			
08	12] [71			
09	12] [71			
10	12] [71			

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	204,700		13,950	13,900		232,600

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 12-15-83

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	JAN	30	1984

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12-15-83*

VI. If project includes state funds (12C), identify agency OSHD

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Airlie Road at M.P. 4.31 (Br. No. 53C19)	KEY ID #
	REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way requirements would be minor. Possibly only one-tenth of an acre would be needed for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Airlie Road is an important connecting road between the Kings Valley Highway and in southern Polk County. The narrow, deteriorated wood structure needs replacement. Simple replacement would not affect traffic variables.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Peterson Creek is a slow moving, meandering stream which does not flow year round. Its major function is to drain farm land. Aquatic life in the stream is limited during summer low-water periods. No wetlands would be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

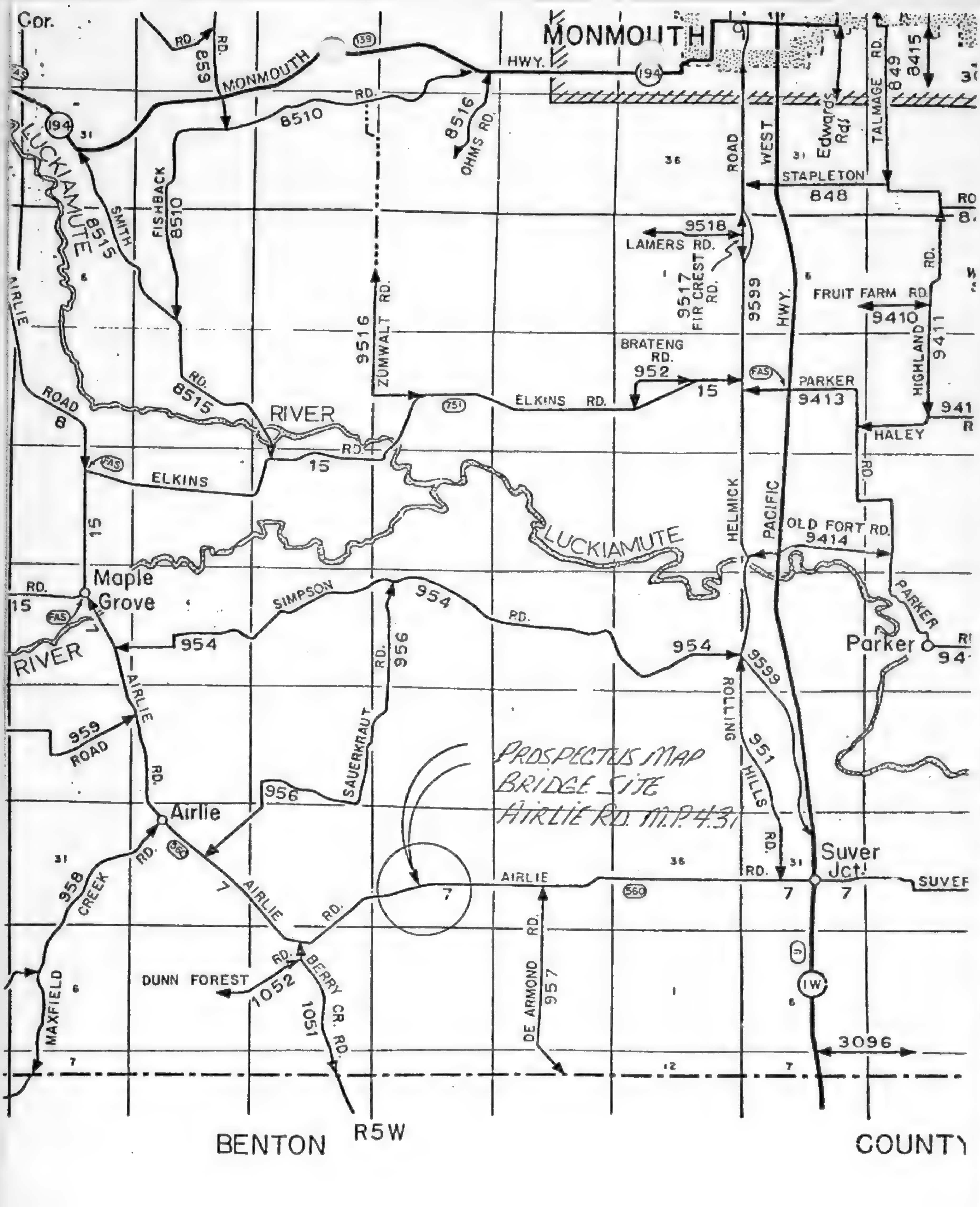
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	

734-1913 (7-82)


MONMOUTH
Cor.
HWY.
194
139
MONMOUTH
RD.
859
8510
8516
OHMS RD.
SMITH
8515
FISHBACK
8510
LUCKIAMUTE
AIRLIE
ROAD
8
ELKINS
15
RIVER
RD.
8515
9516
ZUMWALT RD.
751
ELKINS RD.
BRATENG RD.
952
15
TALMAGE RD.
849
8415
Edwards Rd
WEST
ROAD
STAPLETON
848
9518
LAMERS RD.
9517
FIR CREST RD.
9599
HWY.
FRUIT FARM RD.
9410
HIGHLAND
9411
FAS
PARKER
9413
HALEY
RD.
HELMICK
PACIFIC
OLD FORT RD.
9414
LUCKIAMUTE
PARKER
Parker
Maple Grove
RD.
15
RIVER
7
SIMPSON
954
RD.
954
954
SAUERKRAUT
RD.
956
959
ROAD
AIRLIE
RD.
956
Airlie
ROLLING HILLS RD.
9599
951
Suver Jct.
SUVER
958
CREEK
RD.
560
7
AIRLIE
RD.
AIRLIE
560
RD.
7
7
7
36
31
DUNN FOREST
RD.
1052
BERRY CR. RD.
1051
DE ARMOND RD.
957
MAXFIELD
IW
3096
BENTON
R5W
COUNTY

PROSPECTUS MAP
BRIDGE SITE
AIRLIE RD. M.P. 4.31

CON 17-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 15, 1983

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley
Council of Governments
ATTN: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Airlie Rd. @ M.P. 3.84
Highway: Airlie Road FAS-A541
County: Polk

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be January 30, 1984.

JLG:bkb
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
J.L. Gaither

R. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
DEC 16 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564

01	12] PROJECT TITLE [71 Airlie Rd. @ M.P. 3.84

11	12] PROJECT LOCATION—CITY Airlie Road FAS-A541	PROJECT LOCATION—COUNTY Polk	PROJECT LOCATION [79 SEC: 18 T: 9S R: 5W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace narrow, deteriorated wood bridge with modern concrete bridge (See

06 12] attached Part 3 of Project Prospectus and Location Map.) [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	211,100		14,300	14,300		239,700

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12-15-83

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	JAN	30	1984

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12-15-83 *

VI. If project includes state funds (12C), identify agency OSHD

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

* Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97301

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Airlie Road at M.P. 3.84 (Br. No. 53C16)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way requirements would be minor; probably three-tenths of an acre for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Airlie Road is an important connecting road between the Kings Valley Highway and 99W in southern Polk County. The narrow, deteriorated wood structure needs replacement.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No Name Creek is a slow moving, meandering stream which does not flow year-round. Its major function is to drain farm land. Aquatic life in the stream is limited during summer low-water periods. Wetlands would not be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

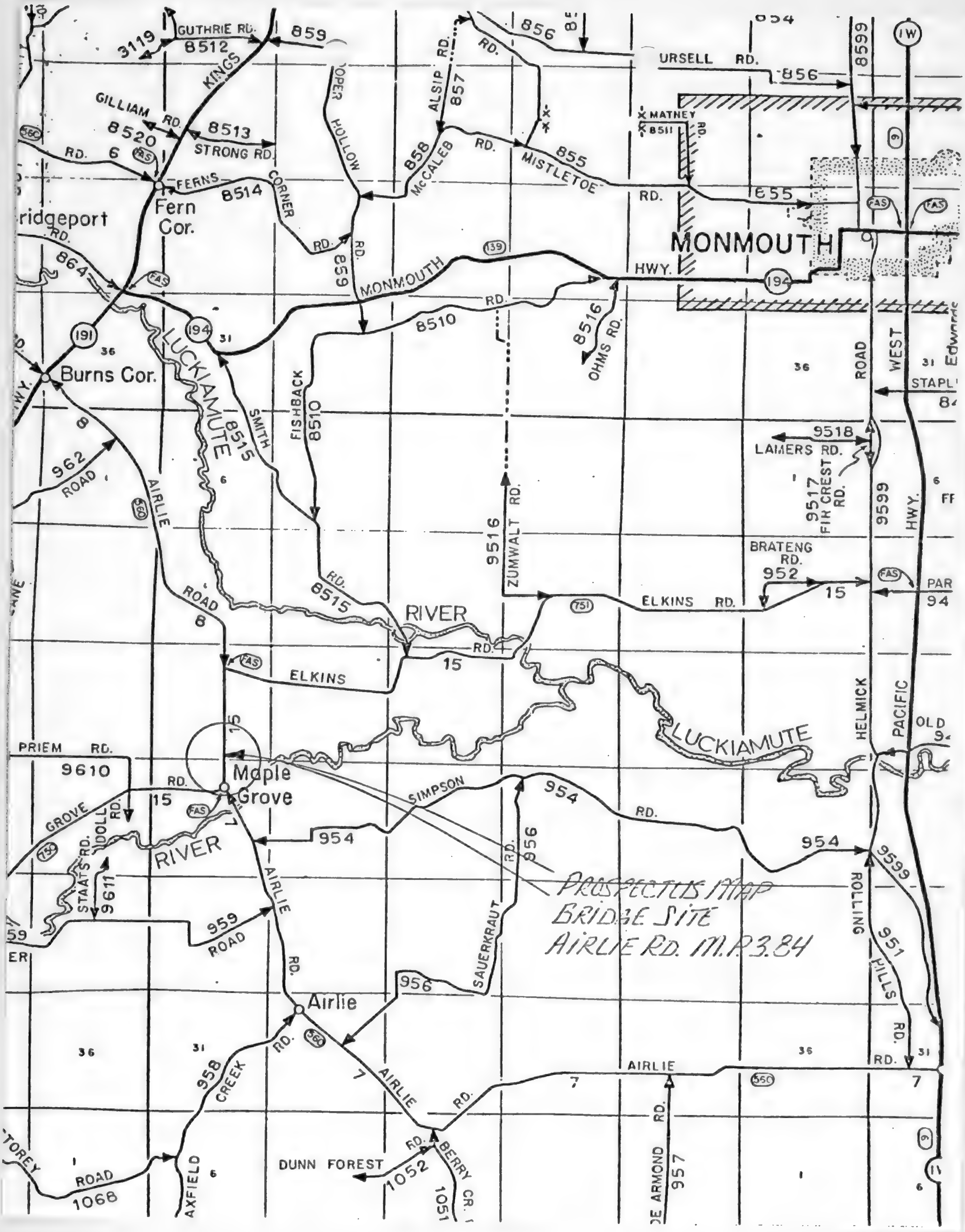
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	

734-1913 (7-82)


GUTHRIE RD.
3119
8512
859
856
URSELL RD.
856
8599
1W
KINGS
GILLIAM RD.
8520
8513
STRONG RD.
6
560
FAS
RD.
FERNS
8514
CORNER
Fern Cor.
Bridgeport
RD.
864
HOLLOW
859
RD.
ALSIP RD.
857
858
McCALEB
RD.
MISTLETOE
855
RD.
MATNEY
8511
855
9
MONMOUTH
139
MONMOUTH
HWY.
194
8510
RD.
8516
OHMS RD.
191
194
31
36
Burns Cor.
LUCKIAMUTE
8515
SMITH
FISHBACK
8510
HWY.
8
962
ROAD
AIRLIE
ROAD
8
6
36
ROAD
WEST
31
Edwards
STAPL
84
9518
LAMERS RD.
9517
FIR CREST RD.
9599
HWY.
6
9516
ZUMWALT RD.
BRATENG RD.
952
15
PAR
94
RD.
8515
RIVER
RD.
751
ELKINS RD.
15
ELKINS
FAS
HELMICK
PACIFIC
OLD
LUCKIAMUTE
PRIEM RD.
9610
RD.
15
Maple Grove
SIMPSON
954
RD.
954
954
GROVE
DOLL RD.
STAATS RD.
9611
RIVER
959
ROAD
AIRLIE
RD.
956
RD.
SAUERKRAUT
956
ROLLING
9599
951
HILLS
RD.
Airlie
36
31
958
CREEK
RD.
560
7
AIRLIE
RD.
AIRLIE
7
560
36
RD.
31
7
STOREY
ROAD
1068
AXFIELD
6
DUNN FOREST
RD.
1052
BERRY CR.
1051
DE ARMOND RD.
957
1
9
6

PROSPECTUS MAP
BRIDGE SITE
AIRLIE RD. M.P. 3.84

Con 19-1
P[illegible]son
Dr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

July 26, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Airlie Road @ M.P. 4.31
Airlie Road
Polk County
RS-A541(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lb

Attachments (4)

CONCUR:

for Richard R. [illegible] 8/12/83
Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
August 15, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Un
Cost & Records Sp
Surfacing Design
General Files
C. O. Fredrickson
Mike Shultz
William Fretwell
John Gunter
Don Keyes

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Airlie Road at M.P. 4.31 (Br. No. 53C19)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way requirements would be minor. Possibly only one-tenth of an acre would be needed for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Airlie Road is an important connecting road between the Kings Valley Highway and in southern Polk County. The narrow, deteriorated wood structure needs replacement. Simple replacement would not affect traffic variables.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Peterson Creek is a slow moving, meandering stream which does not flow year round. Its major function is to drain farm land. Aquatic life in the stream is limited during summer low-water periods. No wetlands would be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

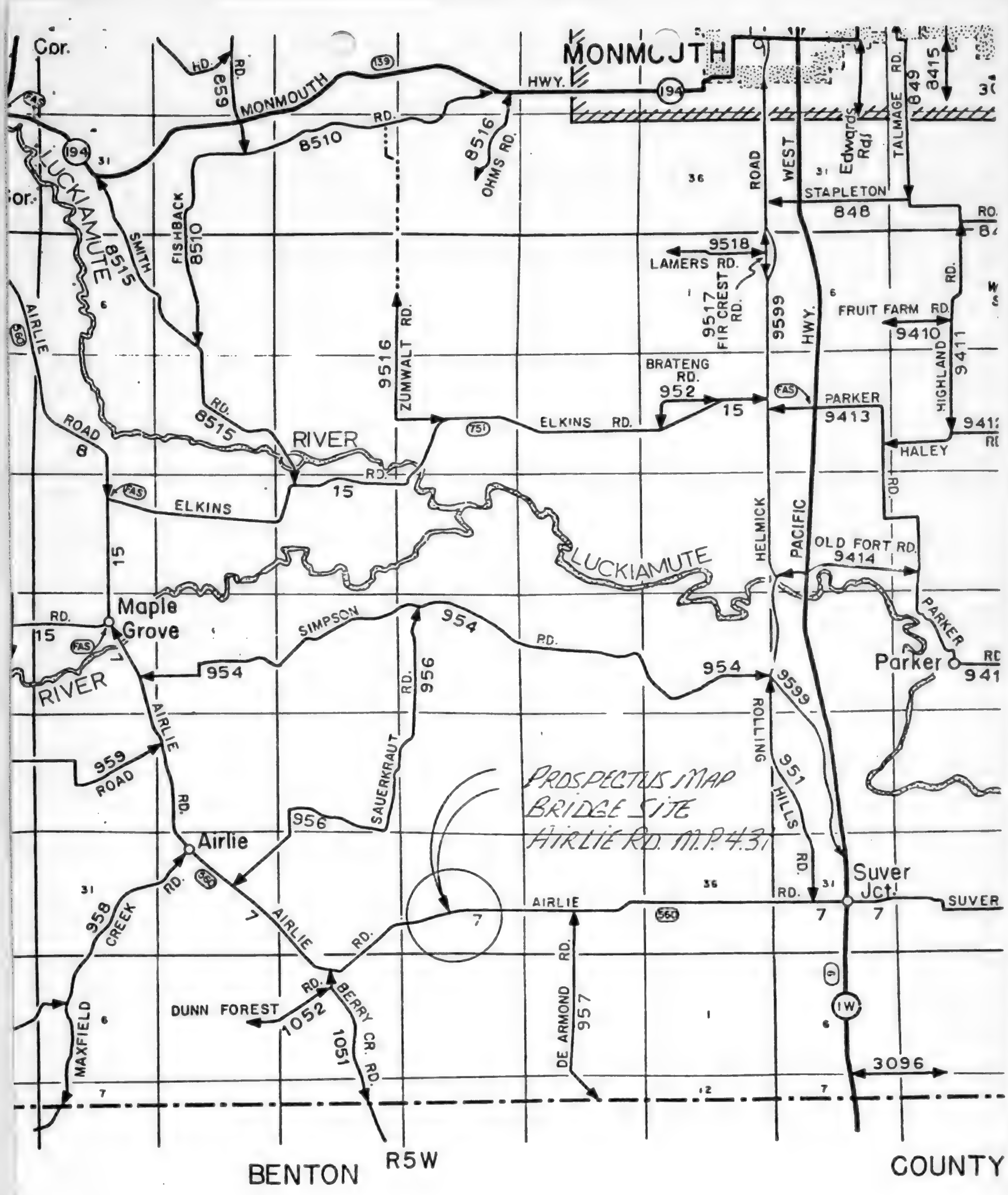
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	August 15, 1983

734-1913 (7-82)


MONMOUTH
Cor.
HD.
RD.
859
MONMOUTH
139
HWY.
194
FAS
194
31
LUCKIAMUTE
8510
RD.
8510
8516
OHMS RD.
Edwards Rd.
TALMAGE RD.
849
8415
36
ROAD
WEST
31
STAPLETON
848
SMITH
FISHBACK 8510
8515
9518
LAMERS RD.
9517 FIR CREST RD.
9599
HWY.
6
FRUIT FARM RD.
9410
HIGHLAND RD.
9411
AIRLIE
560
6
9516
ZUMWALT RD.
BRATENG RD.
952
15
FAS
PARKER
9413
RD.
8515
ROAD
8
RIVER
751
ELKINS RD.
RD.
15
HALEY
RD.
FAS
ELKINS
15
HELMICK
PACIFIC
OLD FORT RD.
9414
LUCKIAMUTE
RD.
15
Maple Grove
FAS
RIVER
SIMPSON
954
RD.
954
954
PARKER
Parker
9599
AIRLIE
959
ROAD
RD.
956
SAUERKRAUT RD.
956
ROLLING HILLS RD.
951
Airlie
31
958
CREEK RD.
560
7
AIRLIE
RD.
AIRLIE
7
560
36
RD.
31
7
Suver Jct.
7
SUVER
DUNN FOREST RD.
1052
BERRY CR. RD.
1051
DE ARMOND RD.
957
1
99W
6
MAXFIELD
6
3096
7
12
7
BENTON
R5W
COUNTY

PROSPECTUS MAP
BRIDGE SITE
AIRLIE RD. M.P. 4.31

CON 19-1
Airlie
Rd.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

July 26, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Airlie Road @ M.P. 3.84
Airlie Road
Polk County
RS-A541(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lb

Attachments (4)

Richard R. Arnold 8/12/83
for Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
August 15, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Un
Cost & Records Sp
Surfacing Design
General Files
C. O. Fredrickson
Mike Shultz
William Fretwell
John Gunter
Don Keyes

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Airlie Road at M.P. 3.84 (Br. No. 53C16)

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way requirements would be minor; probably three-tenths of an acre for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Airlie Road is an important connecting road between the Kings Valley Highway and 99W in southern Polk County. The narrow, deteriorated wood structure needs replacement.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No Name Creek is a slow moving, meandering stream which does not flow year-round. Its major function is to drain farm land. Aquatic life in the stream is limited during summer low-water periods. Wetlands would not be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

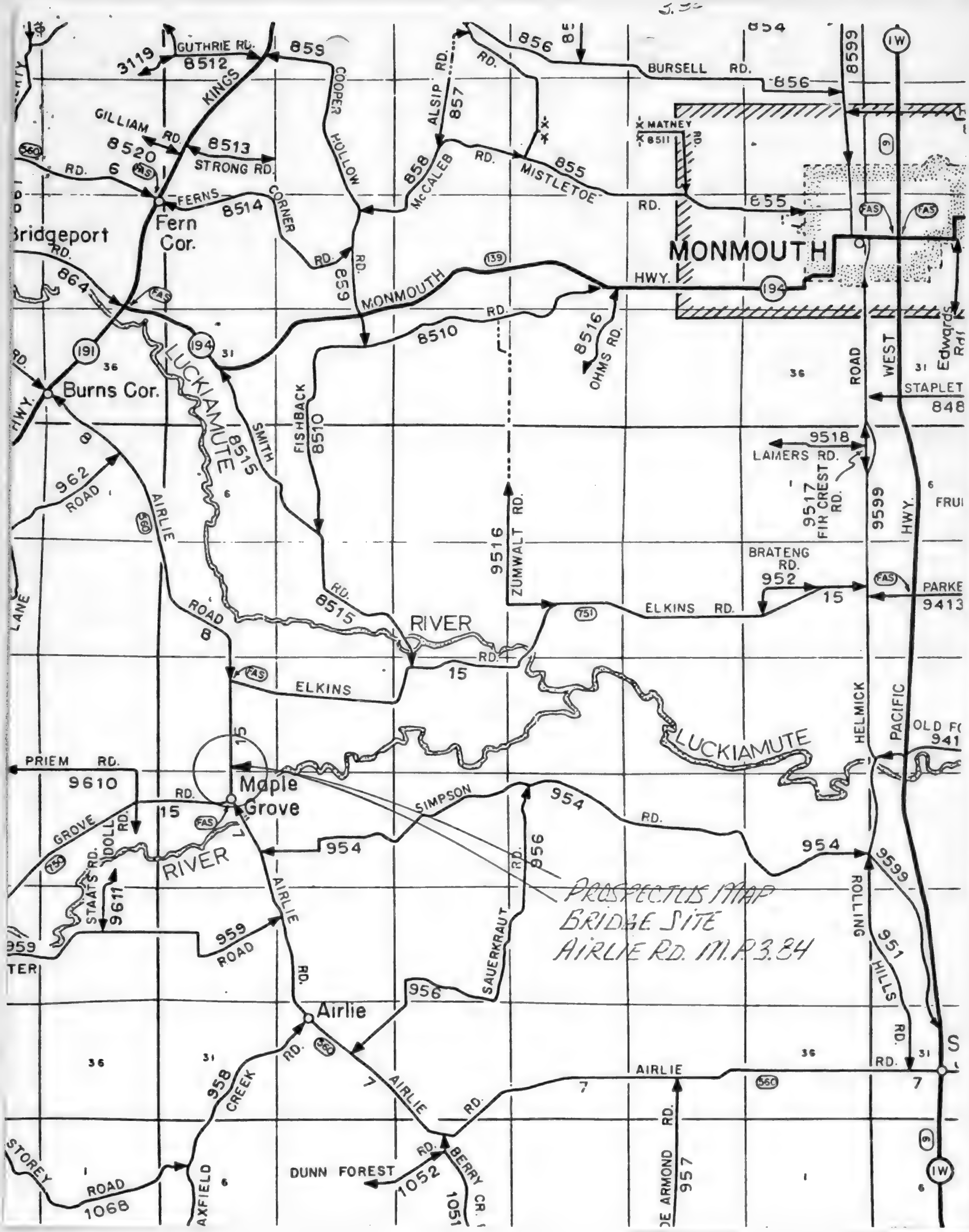
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	August 10, 1983

734-1913 (7-82)


GUTHRIE RD.
3119
8512
859
KINGS
COOPER HOLLOW
856
BURSELL RD.
854
8599
1W
ALSIP RD.
857
GILLIAM RD.
8520
8513
STRONG RD.
MATNEY RD.
8511
MCCALEB RD.
858
MISTLETOE RD.
855
RD. 6
FAS
FERNS CORNER RD.
8514
Fern Cor.
Bridgeport RD.
864
MONMOUTH
139
MONMOUTH RD.
HWY.
194
859
8510
8516
OHMS RD.
191
Burns Cor.
HWY.
LUCKIAMUTE
SMITH
8515
FISHBACK 8510
ROAD
WEST
Edwards Rd.
STAPLET
848
9518
LAMERS RD.
9517
FIR CREST RD.
9599
HWY.
962 ROAD
AIRLIE
560
8
9516
ZUMWALT RD.
BRATENG RD.
952
FAS
PARKE
9413
15
751
ELKINS RD.
LANE
ROAD 8
8515 RD.
RIVER
RD.
15
FAS
ELKINS
HELMICK
PACIFIC
OLD FO
941
LUCKIAMUTE
PRIEM RD.
9610
15
Maple Grove
GROVE RD. 15
DOLL RD.
SIMPSON
954 RD.
954
954
956 RD.
9599
STAATS RD.
9611
RIVER
AIRLIE RD.
SAUERKRAUT
ROLLING HILLS RD.
951
959
959 ROAD
956
Airlie
958 CREEK RD.
560
7 AIRLIE RD.
AIRLIE
7
560
RD.
7
STOREY ROAD
1068
AXFIELD
DUNN FOREST RD.
1052
BERRY CR.
1051
DE ARMOND RD.
957
1W
9
36
31
6
1

PROSPECTUS MAP
BRIDGE SITE
AIRLIE RD. M.P. 3.84

10,162

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

7-7-83

SEE INSTRUCTIONS ON REVERSE

SECTION Airlie Road @ M.P. 4.31 (Br. No. 53C19)	KEY ID # REGION 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 4.26 TO 4.36	LENGTH 0.1 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Polk	ROAD/STREET NAME Airlie Road (M-7)
ROUTE #	FEDERAL AID # A541	APPLICANT (IF OTHER THAN STATE) Polk County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 28.8 ~~29.0~~
RIGHT OF WAY		$ 0.4
ROADWAY	$ 95.1	
STRUCTURES	$ 35.8	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 14.8	
Remove Exist. Str.	$ 5.0	
40% ENGINEERING & CONTINGENCIES	$ 57.5	
TOTAL CONSTRUCTION		$ 208.2
TOTAL ESTIMATE		$ 237.4 ~~232.6~~

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	2
ACRES	(#)	0.1
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☑ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	
BIKE PATH (Y/N)	N	On Paved Shldr
AVERAGE DAILY TRAFFIC	500	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing wooden structure is narrow (23.6') and deteriorated.

PROPOSED SOLUTION

Replace the existing bridge with a modern concrete structure.

REQUESTED, REGION ENGINEER x by	DATE 7-7-83			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 - PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Airlie Road @ M.P. 4.31 (Br. No. 53C19)	KEY ID # REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	S ~~A~~	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S ~~A~~	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S ~~A~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N ~~A~~	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#) / NEW (#)	
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

COMPANIES
Pacific Northwest Bell Telephone
Power
Local Water District

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2'-3'			10.5	x	10.5			2'-3'				
On Shldr				4			12	—	12			4				On Shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggregate Base	16"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	28	32	$35,840	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Airlie Road at M.P. 4.31 (Br. No. 53C19)	REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way requirements would be minor. Possibly only one-tenth of an acre would be needed for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Airlie Road is an important connecting road between the Kings Valley Highway and in southern Polk County. The narrow, deteriorated wood structure needs replacement. Simple replacement would not affect traffic variables.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Peterson Creek is a slow moving, meandering stream which does not flow year round. Its major function is to drain farm land. Aquatic life in the stream is limited during summer low-water periods. No wetlands would be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY X Michael K. Shultz	TELEPHONE NUMBER 378-2626	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE August 15, 1983

10,162

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION (Peterson Creek)
Airlie Road @ M.P. 4.31 (Br. No. 53C19)

REGION 2

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 527-1992	DATE 6/20/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		500	938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN		3,000	929		2,500
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		200			

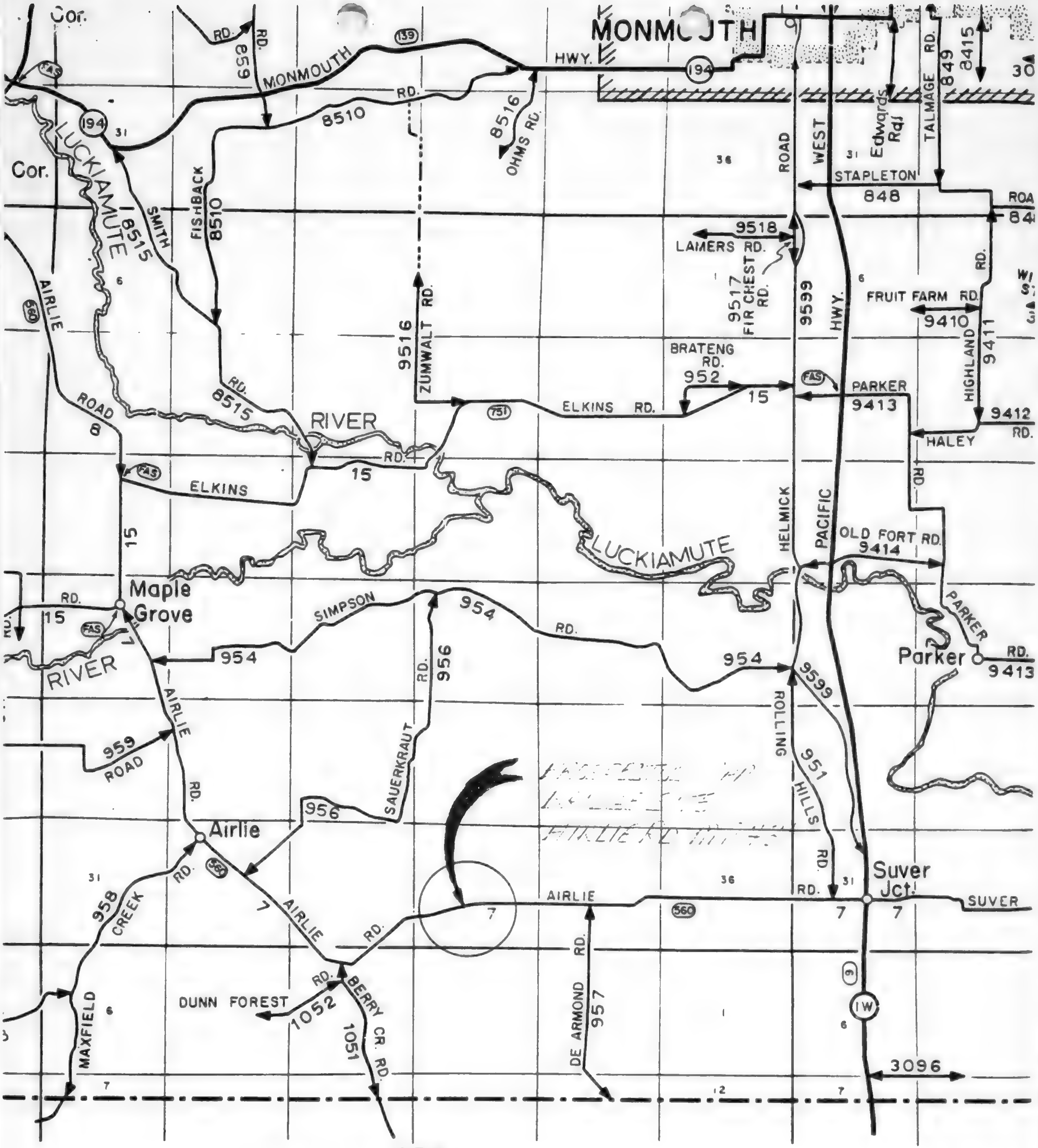
RIGHT-OF-WAY PREFIX	TOTALS	$ / $ 28,800
FEDERAL AID PROJECT NUMBER RS-A541(1)	PREVIOUS AUTHORIZATION	$
	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge replacement.

PREPARED BY	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X Gordon E. Schwartz	DATE 12/2/83
RECOMMENDED, REGION ENGINEER X by Phillip O.	DATE 7-7-83	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-24-84	

734-1914 (7-82)


MONMOUTH
HWY.
194
139
MONMOUTH
RD.
8510
859
RD.
8516
OHMS RD.
Cor.
Cor.
FAS
194
LUCKIAMUTE
SMITH
8515
FISHBACK
8510
AIRLIE
560
ROAD
8
RD.
8515
RIVER
RD.
15
ELKINS
FAS
15
9516
ZUMWALT RD.
751
ELKINS RD.
BRATENG RD.
952
15
9518
LAMERS RD.
9517
FIR CREST RD.
ROAD
9599
HELMICK
WEST
HWY.
PACIFIC
STAPLETON
848
Edwards Rd
TALMAGE RD.
849
8415
30
ROA
84
RD.
FRUIT FARM RD.
9410
9411
HIGHLAND
FAS
PARKER
9413
9412
RD.
HALEY
RD.
OLD FORT RD.
9414
LUCKIAMUTE
PARKER
RD.
Parker
9413
Maple Grove
RD.
15
FAS
17
RIVER
SIMPSON
954
RD.
954
954
956
RD.
SAUERKRAUT
956
959
ROAD
AIRLIE
RD.
Airlie
560
7
AIRLIE
RD.
ROLLING HILLS RD.
951
9599
PROPOSED [illegible]
[illegible] SITE
AIRLIE RD [illegible]
AIRLIE
560
7
36
RD.
7
Suver Jct.
7
SUVER
31
958
CREEK
RD.
MAXFIELD
DUNN FOREST
RD.
1052
BERRY CR. RD.
1051
DE ARMOND RD.
957
9
1W
3096
6
6
1
6
31
36
31
7
12
7
R5W

BENTON COUNTY

10,162

PROJECT PROSPECTUS

PART 1 - PROJECT REQUEST

7-7-83

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Airlie Road @ M.P. 3.84 (Br. No. 53C16)

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 3.79 TO 3.89	LENGTH 0.1 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Polk	ROAD/STREET NAME Airlie Road (M-15)
ROUTE #	FEDERAL AID # A541	APPLICANT (IF OTHER THAN STATE) Polk County	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 29.0	GRADING	(✓)	✓	FILES	(#)	2
RIGHT OF WAY		$ 1.0	PAVING	(✓)	✓	ACRES	(#)	0.3
ROADWAY	$ 102.7		STRUCTURES	(✓)	✓	RELOCATIONS	(#)	0
STRUCTURES	$ 32.0		SIGNING	(✓)		**WORK BY STATE/CONSULTANT/APPLICANT**		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 15.5					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
Remove old structure	$ 5.0		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 59.5		DESIGN CATEGORY	(1-7)	7	**CONSTRUCTION BY**		
TOTAL CONSTRUCTION		$ 214.7 ~~209.7~~	WORK TYPE	(1-12)	5	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 244.5 ~~239.7~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	
BIKE PATH (Y/N)	N	On Paved Shldr
AVERAGE DAILY TRAFFIC	390	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing structure is narrow (23.6') and deteriorated.

PROPOSED SOLUTION

Replace with a modern concrete structure.

REQUESTED, REGION ENGINEER X by Philip O. Ste	DATE 7-7-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Airlie Road @ M.P. 3.84 (Br. No. 53C16)	REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	A	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS		OLD (#) / NEW (#)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES 3 (LIST BELOW)

COMPANIES
Power
Telephone
Water

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
—	—	—	—	2'-3'	—	—	10	—	10	—	—	2'-3'	—	—	—	—
On Shldr	—	—	—	4	—	—	12	—	12	—	—	4	—	—	—	On Shldr

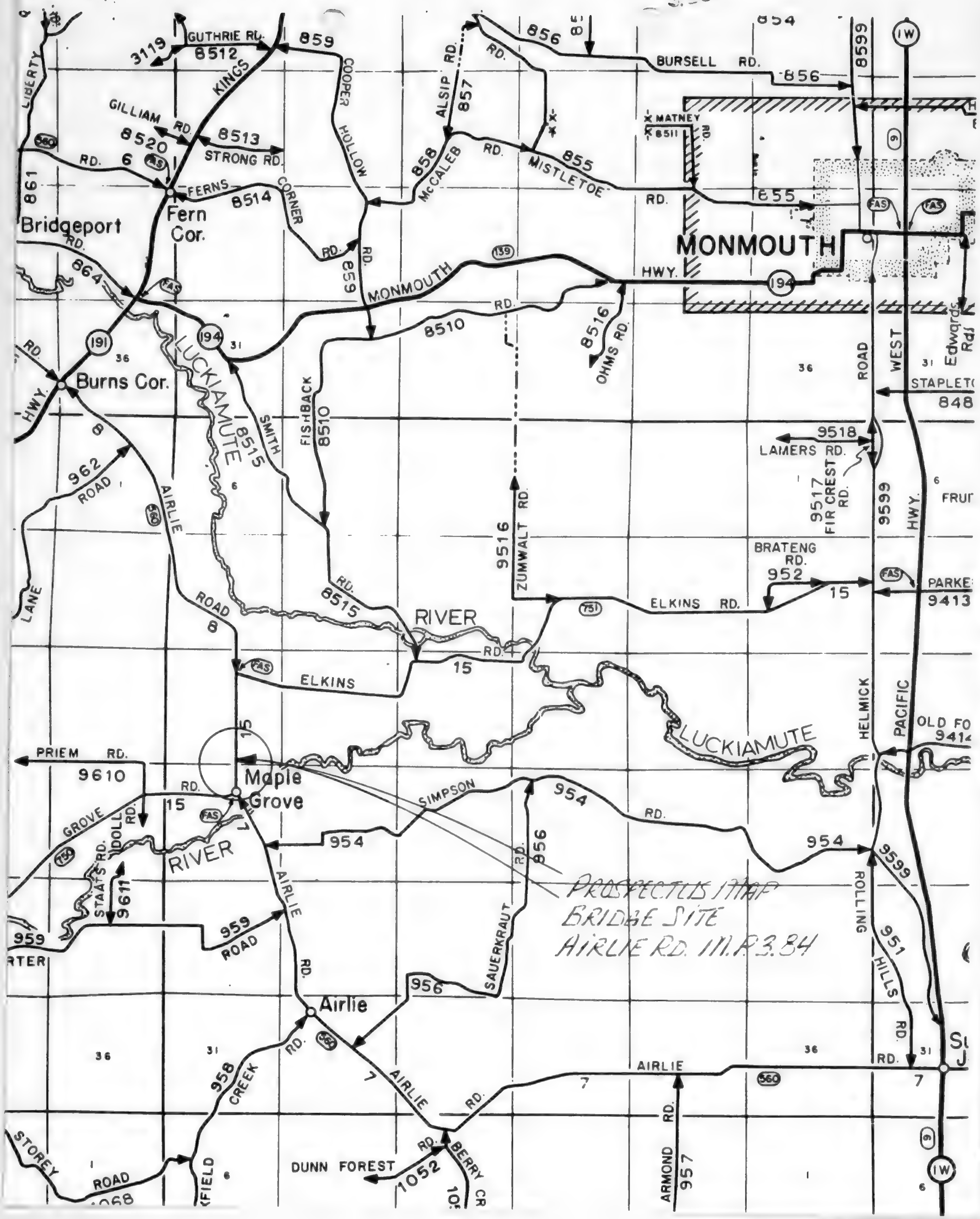
PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggregate Base	16"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	25	32	32,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			


MONMOUTH
Bridgeport
Fern Cor.
Burns Cor.
Maple Grove
Airlie
GUTHRIE RD.
3119
8512
859
KINGS
COOPER HOLLOW
GILLIAM RD.
8520
8513
STRONG RD.
LIBERTY
861
RD. 6
FERNS CORNER RD.
8514
864
191
194
HWY.
MONMOUTH RD.
139
ALSIP RD.
857
856
RD.
BURSELL RD.
8599
1W
MATNEY RD.
8511
858
McCALEB RD.
MISTLETOE RD.
855
8510
8516
OHMS RD.
LUCKIAMUTE
SMITH
8515
FISHBACK
962 ROAD
AIRLIE ROAD 8
LANE
9516
ZUMWALT RD.
RIVER
ELKINS RD.
15
751
BRATENG RD.
952
9518
LAMERS RD.
9517
FIR CREST RD.
9599
ROAD
WEST
Edwards Rd
STAPLETO
848
FRUI
PARKE
9413
OLD FO
9414
HELMICK
PACIFIC HWY.
PRIEM RD.
9610
GROVE RD.
DOLL RD.
STAATS RD.
9611
17
SIMPSON
954
956
SAUERKRAUT RD.
959 ROAD
RTER
ROLLING HILLS RD.
951
AIRLIE RD.
7
560
958
CREEK RD.
STOREY ROAD
1068
KFIELD
DUNN FOREST RD.
1052
BERRY CR
ARMOND RD.
957
36
31
6
1
FAS

3.9c

PROSPECTUS MAP
BRIDGE SITE
AIRLIE RD. M.P. 3.84

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION Airlie Road @ M.P. 3.84 (Br.No. 53C16)	REGION 2

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX	DATE 6-21-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for replacement of the existing timber structure.

PREPARED BY Don Thurston	DATE 6-21-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X by Phillip O.	DATE 7-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

COUNTY COURTHOUSE
ROOM 206
DALLAS, OREGON
97338-3172

DALLAS 623-9258
SALEM 370-2506
INDEP.-MONM. 838-0580
EXT. 506

Polk County Surveyor

C. RALPH BLANCHARD

April 25, 1983

Mr. Phil Stearns
Region 2 Federal Aid Specialist
Oregon State Highway Division
2960 East State Street
Salem, Or. 97310

SUBJECT: FA Project request for FAS-C Project - Airlie Road

Dear Phil:

Herewith is a project request for an FAS-C Project involving the replacement of an old timber bridge at M.P. 3.84 on Airlie Road.

It would be appreciated if this project could be advanced to the contract stage as soon as possible.

A vicinity map is being brought up to date and will be forwarded in the near future.

If you have any questions, please feel free to call.

Very truly yours,

C. Ralph Blanchard
Polk County Surveyor and
Roadmaster

CRB:g
enclosure

10,162

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Airlie Road @ M.P. 3.84 (Br. No. 53C16)
~~Airlie Road @ M.P. 3.84~~ (Br.No. 53C16)

REGION 2

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	527-1993	6-21-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN		3,000	929		2,500
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 28,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER RS-A541(2)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for replacement of the existing timber structure.

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]/83
RECOMMENDED, REGION ENGINEER X by	DATE 7-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-24-84	

734-1914 (7-82)

10,162

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: June 20, 1983

Don Thurston

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Airlie Rd @ M.P. 4.31 (Br. No. 53C19)
Airlie Road (County M-7) A541
Polk County

Attached for approval and forwarding is the Project Prospectus for the subject survey.

The County's estimate was $71,000 and did not anticipate additional Right of Way. Our estimate is $233,000 and includes a minor amount of Right of Way.

No recommended letting date or program date is shown.

DT:sr
Attch

cc: File w/attch

81-125-1387

Contains Recycled Materials

COUNTY COURTHOUSE
ROOM 206
DALLAS, OREGON
97338-3172

DALLAS 623-9258
SALEM 370-2506
INDEP.-MONM. 838-0580
EXT. 506

Polk County Surveyor

C. RALPH BLANCHARD

April 25, 1983

Mr. Phil Stearns
Region 2 Federal Aid Specialist
Oregon State Highway Division
2960 East State Street
Salem, Or. 97310

SUBJECT: FA Project request for FAS-C Project - Airlie Road

Dear Phil:

Herewith is a project request for an FAS-C Project involving the replacement of an old timber bridge at M.P. 4.31 on Airlie Road.

It would be appreciated if this project could be advanced to the contract stage as soon as possible.

A vicinity map is being brought up to date and will be forwarded in the near future.

If you have any questions, please feel free to call.

Very truly yours,

Ralph Blanchard

C. Ralph Blanchard
Polk County Surveyor and
Roadmaster

CRB:g
enclosure

A541

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# CON 17-1

SECTION (Peterson Creek)
Airlie Road @ M.P. 4.31 (Br. No. 53C19)

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 527-1992

DATE 6/20/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		500	938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN		3,000	929		2,500
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 28,800
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER RS-A541(1)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge replacement.

1 ✓
cy Bud
cy
2 E
3
cy

ROAD DESIGN SECTION

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Gordon E. Schwartz	DATE 12/3/83
RECOMMENDED, REGION ENGINEER X by Phillip O. [illegible]	DATE 7-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-24-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION	Airlie Road @ M.P. 4.31 (Br. No. 53C19)		KEY ID #	REGION 2
STATE HIGHWAY #	HIGHWAY NAME		MILE POST FROM 4.26 TO 4.36	LENGTH 0.1 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Polk	ROAD/STREET NAME Airlie Road (M-7)	
ROUTE #	FEDERAL AID # A541	APPLICANT (IF OTHER THAN STATE) Polk County		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 28.8 ~~29.0~~	GRADING	(✓)	✓	FILES (#)	2
RIGHT OF WAY		$ 0.4	PAVING	(✓)	✓	ACRES (#)	0.1
ROADWAY	$ 95.1		STRUCTURES	(✓)	✓	RELOCATIONS (#)	0
STRUCTURES	$ 35.8		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 14.8					RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
Remove Exist. Str.	$ 5.0		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 57.5		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 208.2	WORK TYPE	(1-12)	5	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 237.4 ~~232.6~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	
BIKE PATH (Y/N)	N	On Paved Shldr
AVERAGE DAILY TRAFFIC	500	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing wooden structure is narrow (23.6') and deteriorated.

PROPOSED SOLUTION

Replace the existing bridge with a modern concrete structure.

REQUESTED, REGION ENGINEER x by Philip O. Se	DATE 7-7-83			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Airlie Road @ M.P. 4.31 (Br. No. 53C19)	REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	S ~~A~~	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S ~~A~~	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S ~~A~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N ~~A~~	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#) / NEW (#)	

RIGHT-OF-WAY				UTILITIES (LIST BELOW)
ACQUISITIONS		RELOCATIONS		COMPANIES Pacific Northwest Bell Telephone Power Local Water District
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)	
2				

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	55	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	—	—	—	2'-3'	—	—	10.5	x	10.5	—	—	2'-3'	—	—	—	—
On Shldr	—	—	—	4	—	—	12	—	12	—	—	4	—	—	—	On Shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggregate Base	16"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	28	32	$35,840	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION
2

SECTION
Airlie Road at M.P. 4.31 (Br. No. 53C19)

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way requirements would be minor. Possibly only one-tenth of an acre would be needed for fill slope construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Airlie Road is an important connecting road between the Kings Valley Highway and in southern Polk County. The narrow, deteriorated wood structure needs replacement. Simple replacement would not affect traffic variables.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Peterson Creek is a slow moving, meandering stream which does not flow year round. Its major function is to drain farm land. Aquatic life in the stream is limited during summer low-water periods. No wetlands would be affected by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

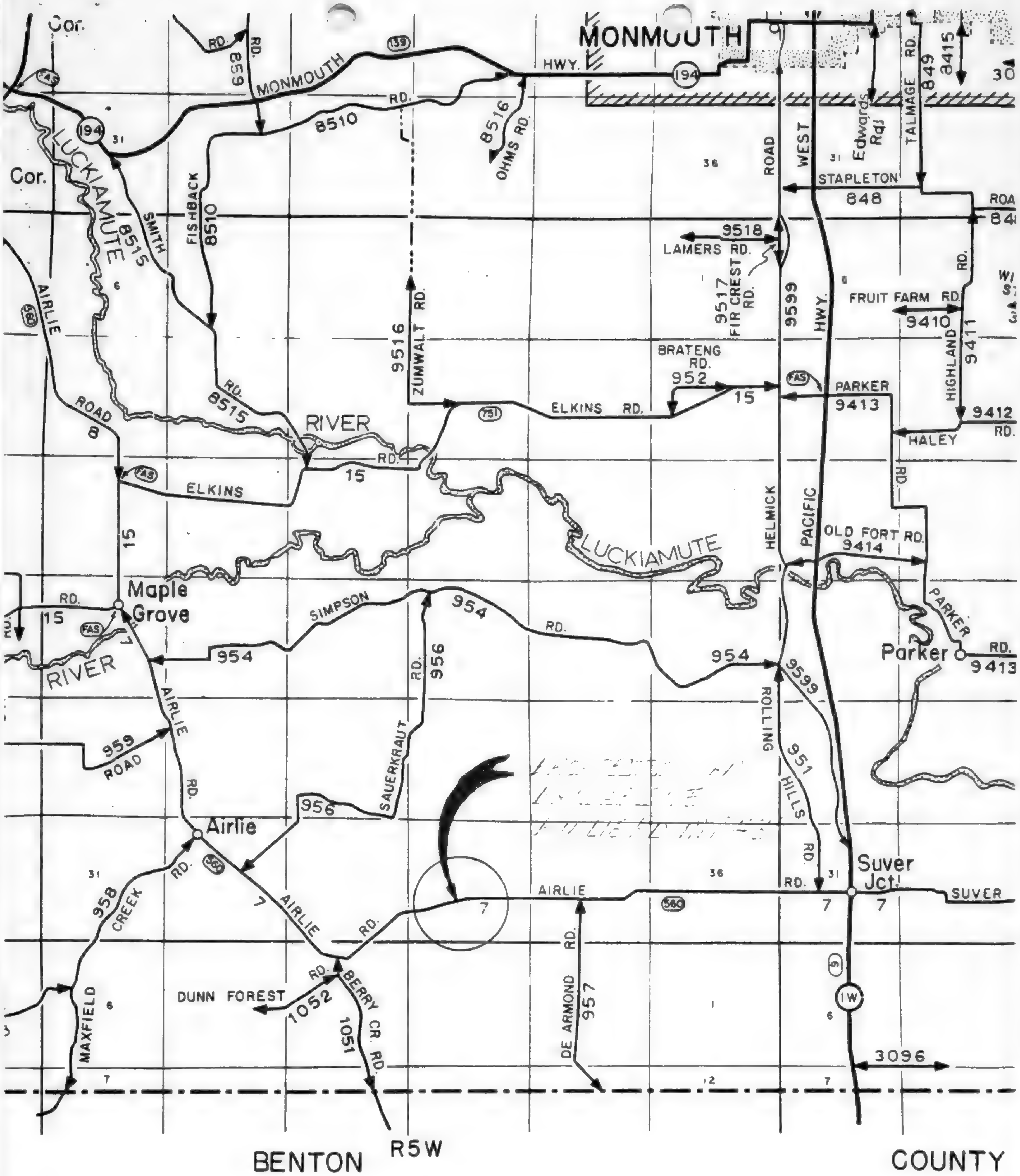
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Cultural Resource Clearance

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	August 15, 1983


MONMOUTH
HWY.
194
139
MONMOUTH
RD.
859
8510
8516
OHMS RD.
FISHBACK
SMITH
8515
LUCKIAMUTE
AIRLIE
560
ROAD
8
RIVER
RD.
15
ELKINS
ZUMWALT RD.
9516
751
ELKINS RD.
BRATENG RD.
952
LAMERS RD.
9518
9517
FIR CREST RD.
ROAD
WEST
HELMICK
9599
PACIFIC
HWY.
Edwards Rd.
TALMAGE RD.
849
8415
STAPLETON
848
FRUIT FARM RD.
9410
HIGHLAND RD.
9411
PARKER
9413
9412
HALEY RD.
OLD FORT RD.
9414
Parker
Maple Grove
FAS
SIMPSON
954
RD.
956
SAUERKRAUT
959
ROAD
Airlie
958
CREEK
MAXFIELD
7
DUNN FOREST
1052
BERRY CR. RD.
1051
DE ARMOND RD.
957
ROLLING HILLS RD.
951
Suver Jct.
SUVER
IW
99
3096
Cor.
36
31
6
1
12
R5W
BENTON
COUNTY

[illegible]

CCN 17-1
Peterson
Cr.

FEDERAL AID PROJECT REQUEST

Date April 20, 1983

Applicant Agency Polk County

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. A 541 Route Name Airlie Road (M-7)

Project Name Airlie Road Bridge M.P. 4.31 replacement
Bridge Number 53C19 (Peterson Creek)

Project Length 0.05 mile Project Location (Attach sketch map)

Project Description This project is to replace an old timber structure.

Average Daily Traffic 500 Design Speed 55 M.P.H.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) (See vicinity map)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Sidewalks ____
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch) (See vicinity map)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? None required

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None required
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location M.P. 4.31 Airlie Road
Type Timber
Approach Roadway Width See vicinity map **Shoulder Width**
Length 28 feet **Width** 24 feet
To remain in place? No

2. **Proposed Structure:**

Location Same as existing.

Approximate Size: **Length** Approx. 28 feet **Width** 32 feet

Are sidewalk/bikeways desired? No.

Are any utilities to be attached to structure? Water line.

Are provisions for illumination desired? No.

Are there any unusual or complicating conditions? Providing for traffic

Remarks Road must be kept open to traffic except for very short periods of closure - probably one to two hours.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad____
   Existing Crossing Protection____

2. Will existing railroad crossing be altered?____

   Remarks____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — C. Ralph Blanchard - Polk County Roadmaster Office
2. Environmental — C. Ralph Blanchard - Polk County Roadmaster Office
3. Public Hearing — C. Ralph Blanchard - Polk County Roadmaster Office

Remarks____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant____ State X Consultant____

County will furnish vicinity map.

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 3,000.
Right-of-way costs (if participating)	
Traffic control	5,000.
Illumination	
Structures	54,000.
Railroad	
Other Engineering & Contingencies	5,000.
Preliminary engineering	4,000.
PROJECT TOTAL	$ 71,000.

Remarks

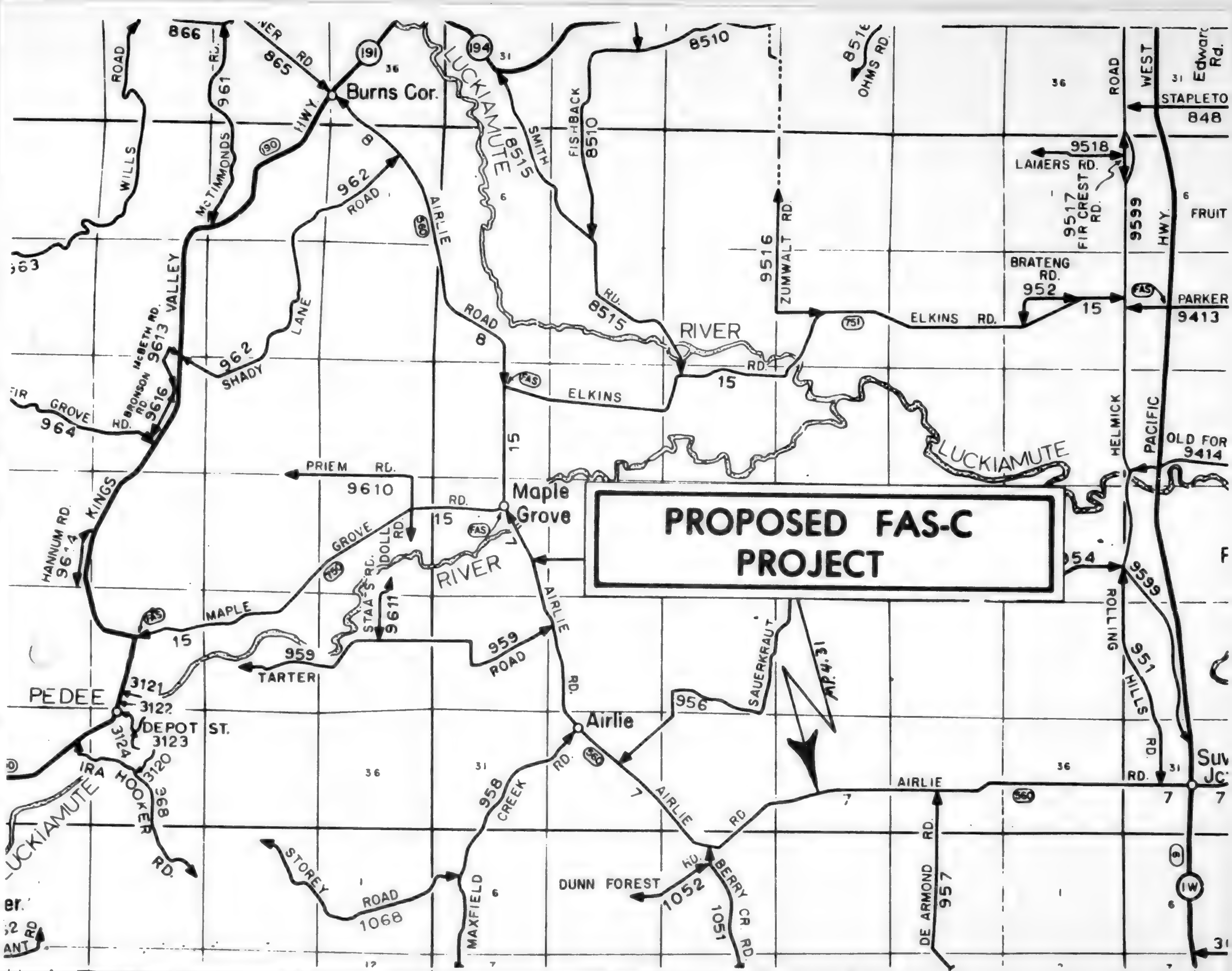
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________________ and/or ____________________ COUNTY

By____________________ By Benj. F. Magill

By____________________ By

By Robert C Landon


PROPOSED FAS-C PROJECT
AP.4.31
Burns Cor.
Maple Grove
Airlie
PEDEE
LUCKIAMUTE
RIVER
LUCKIAMUTE
RIVER
LUCKIAMUTE
KINGS VALLEY HWY.
AIRLIE ROAD 8
ELKINS RD.
ELKINS
15
RIVER RD. 15
MAPLE GROVE RD. 15
AIRLIE RD. 7
SAUERKRAUT
956
959 ROAD
TARTER 959
STAATS RD. 9611
DOLL RD.
PRIEM RD. 9610
962 ROAD
SHADY LANE 962
McTIMMONDS RD. 961
WILLS ROAD
866
865 RD
McBETH RD. 9613
BRONSON RD 9616
FIR GROVE RD. 964
HANNUM RD. 9614
SMITH 8515
FISHBACK 8510
8510
RD. 8515
OHMS RD. 8516
ZUMWALT RD. 9516
BRATENG RD. 952
LAMERS RD. 9518
9517 FIR CREST RD.
HELMICK ROAD 9599
WEST PACIFIC HWY.
STAPLETO 848
Edwarc Rd.
FRUIT
PARKER 9413
OLD FOR 9414
954
9599
ROLLING HILLS RD. 951
Suv Jc
DE ARMOND RD. 957
BERRY CR. RD. 1051
DUNN FOREST RD. 1052
CREEK RD. 958
MAXFIELD
STOREY ROAD 1068
DEPOT ST. 3123
3121
3122
3124
3120
IRA HOOKER RD. 368
191
194
190
560
751
FAS
99
IW
36
31
6
1
7
12

CCN 19-1
Polk Co.
Peterson Cr.

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Airlie Road Bridges - #53C16 and #53C19

HIGHWAY NAME: Airlie Road #A-541

HIGHWAY NUMBER:

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Polk

CITY: --

LENGTH: 30± feet

MILEPOST NUMBER: 53C16 -3.83; 53C19 - 4.31

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE* ☐ FAUS ☐ OTHER * Design

METHOD OF CONSTRUCTION: ☐ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

MP 3.83 - Design for a new structure to replace the existing narrow timber bridge. The county would like the design to use treated timber piling, timber pile caps, prestressed slabs and standard guard rail railing.

MP 4.31 - Same as above

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
SEP 15 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979, M.P. 3.83-340, M.P. 4.31-480

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 8/18/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Structure 24' wide	New - 32'
SHOULDERS	NA	NA
MEDIANS	NA	NA
PARKING LANES	NA	NA
SIDEWALKS	NA	None desired
BIKEWAYS	NA	None desired
INTERCHANGES	NA	
OTHER:	NA	

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type Telephone & Water

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	Bridge Design ☒	☐
RIGHT-OF-WAY	N/A ☐	☐	☐
CONSTRUCTION ENGINEERING	N/A ☐	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	N/A
PRELIMINARY DESIGN Bridge Design	( )	3.0
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	N/A

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

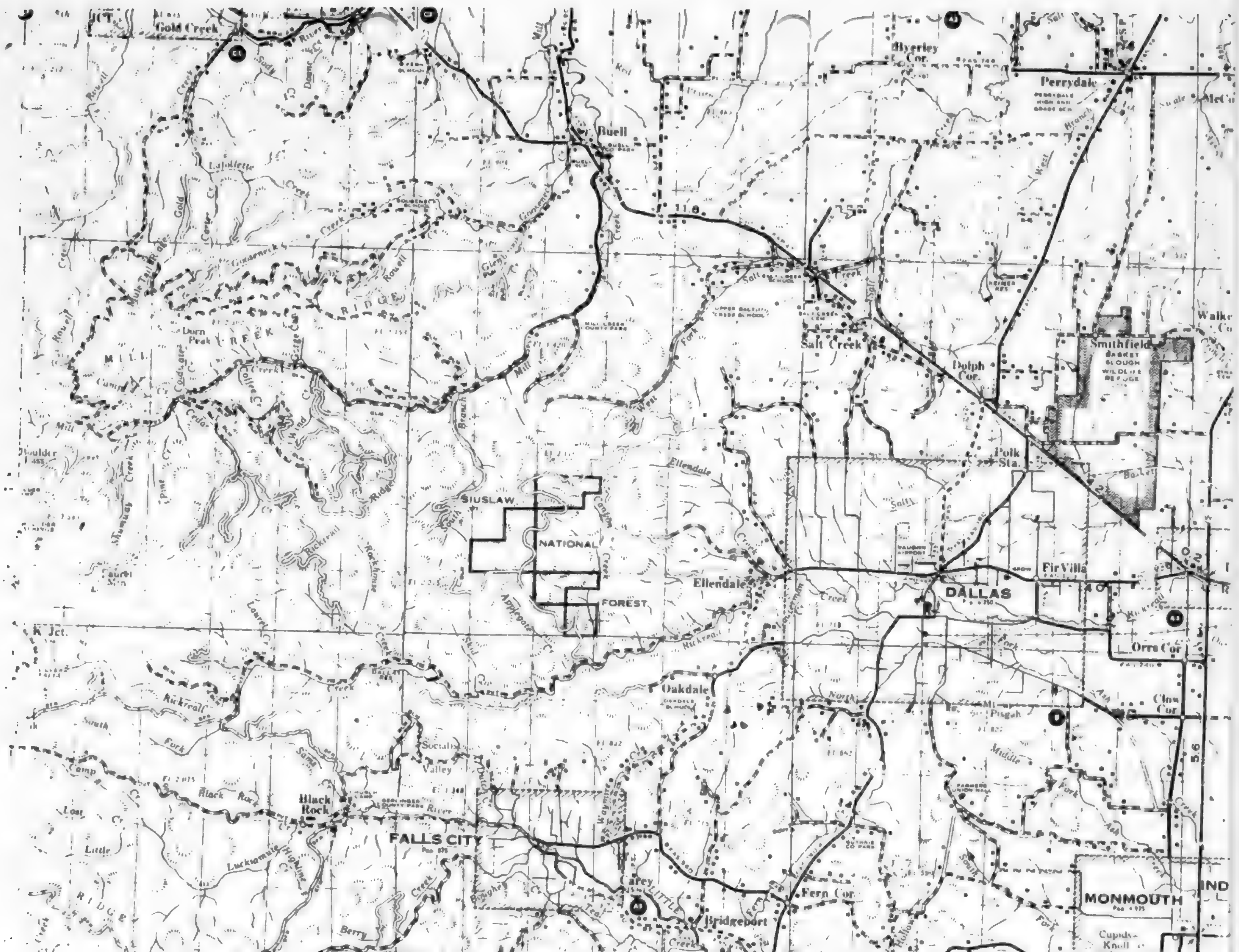
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,000	7.000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		83.000
RAILROAD		
ROADWAY By County		
OTHER		
ENGINEERING & CONTINGENCIES		33.000
PROJECT TOTAL		123.000

SUBMITTED BY


PROPOSED PROJECT Br. #53C16 M.P. 3.83
PROPOSED PROJECT Br. #53C19 M.P. 4.31
Gold Creek
Buell
Perrydale
Salt Creek
Dolph Cor.
Smithfield
Polk Sta.
SIUSLAW NATIONAL FOREST
Ellendale
DALLAS
Fir Villa
Orrs Cor.
Oakdale
Black Rock
FALLS CITY
Bridgeport
Fern Cor.
MONMOUTH
Burns Cor.
Lewisville
Maple Grove
Mitchell
Tartar
Airlie
Pedee
Grant Hill
Ritner
Arell
BENTON
COUNTY

1985 Middle Fork Cold Springs 10,163
Canyon M.P. 0.90 Br. Sec. of Athena-
Holdman Hwy. (Grading, paving & struct)

10163 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT NOV 10 '87	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-190(4)
COMPLETION DATE (Actual) 07-02-86	ACCEPTANCE DATE BY CONRTACT AGENCY 10-05-87	TIME ELAPSED 63 %	CONTRACT TIME 08-31-86

LOCATION
Middle Fork Springs Canyon (MP 0.90) Bridge Section of the Athena-Holdman Highway 12 miles north of Pendleton.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of a detour.

   B. Construction of roadbed, aggregate base and asphalt concrete pavement.

   C. Construction of Bridge No. 4775A over the Middle Fork of Cold Springs Canyon. Length: 40 feet Width: 32 feet

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: A & R Construction Inc. dba Laco Construction Co.

3. Contract Amount: $246,732.30

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
NOV 23 '87
REFER TO
Fredrickson
ag 11/24

Info	Invst	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 11/16/87	TITLE District Engineer	DATE 11/20/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

November 5, 1987

Safeco Insurance Company of America
P.O. Box 2726 T.A
Spokane, WA 99220

COM 5 - #10,163

On October 9, 1987, we wrote to you concerning release of final payment on Contract No. 10,163 awarded to A & R Construction, Inc. dba Laco Construction Co. for work on the Middle Fork Cold Springs Canyon (M.P. 0.90) Bridge Section of the Athena-Holdman Highway in Umatilla County.

Final payment on this contract is $10,230.47 and the total contract amount is $246,732.30. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: A & R Construction, Inc.
dba Laco Construction Co.
2041 First Avenue, N.
P.O. Box 881
Lewiston, ID 83501

bc: Chuck Fredrickson
Walt Hart
Robert Hector

10,163

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10163

TO: Commission Services

DATE: October 5,1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10163 , On Site Work Substantially Completed July 2, 1986

All Work Completed January 20, 1987

Project M.F K. Cold Springs Canyon (MP 0.90) Bridge

Highway Athena-Holdman

County Umatilla

Type of Work Grade, Pave and Structure

Contractor A & R Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 10-9-87

CP report

RECEIVED
OCT 5 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

16,1163

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-262	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
PROJECT REPORT NUMBER		Project Number BRS-190(4)
MODIFICATION NUMBER 1	12-19-86	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 10, 1985

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 169,506.00	$ 181,551.00
Federal funds	$ 135,604.00	$ 145,240.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19TH day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 15, 1986

Federal-Aid Project No. BRS-190(4)

M. Fk. Cold Springs Canyon (M.P. 0.90) Bridge Section
Athena - Holdman Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 619+50 to Sta. 626+63 to Sta. 627+03 to Sta. 634+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Detour Remove Excavation	$ 3.25	400	$ 1,300.00	780	$ 2,535.00
Class "C" Asphalt Concrete	34.00	1,430	48,620.00	1,595	54,230.00
Add Concrete Shld. Barrier Refl. (PA #1B)	13.00	---	---	300	3,900.00
Extra for Removal of Str. & Obstr. (PA #2A)	---	---	---	100%	1,300.00
			$49,920.00		$61,965.00

Increase	$ 12,045.00
Subtotal from Estimate of December 6, 1985	116,002.13
Subtotal	$128,045.13
Engineering	15,660.87
Total	$143,708.00

Type Code X080
Bridge No. 4775A (Sta. 626+63 to Sta. 627+03)

Total as on Estimate of December 6, 1985 $142,127.00

Length of Project -------------------	Roadway	0.267 mi.
	Bridge	0.008 mi.
	Total	0.275

Cost of Roadway Per Mile ------------ $493,119.85

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Bridge	118	$142,127.00	$113,701.00	$ 28,426.00
Roadway	118	39,424.00	31,539.00	7,885.00
Roadway	Non	104,284.00*	---	104,284.00
		$285,835.00	$145,240.00	$140,595.00

Group 011 = 62%; Group 010 = 38%
Contract No. 10163
Prefix: C130-1907 (P.E.)
C10163 (Const.)
Appn: 188

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	1	150.00	$150.00

*Total of items arbitrarily coded non-participating plus engineering to comply with FHWA's 10% rule for Bridge Replacement Funds.

RLC:me

10,153

STATE COPY

TO BE COMPLETED BY FHWA		
12-83	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Umatilla PROJECT NO. BRS-190(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

M. Fk. Cold Springs Canyon (M.P. 0.90) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10/30/85	0.275

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 169,506.00	FEDERAL FUNDS $ 135,604.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator DEC 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 6, 1985

FEDERAL AID PROJECT NO. BRS-190(4)

M. Fk. Cold Springs Canyon (M.P. 0.90) Br. Sec.
Athena-Holdman Highway
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 619+50 to Sta. 626+63 & Sta. 627.03 to Sta. 634+00)

*Mobilization	(47%)	All Required		$ 3,290.00
*Clearing and Grubbing		All Required		500.00
*Removal of Structures and Obstructions		All Required		800.00
*Embankment in Place	Cu. Yd.	3,240	5.30	17,172.00
*Trench Excavation	Cu. Yd.	35	10.00	350.00
*Watering	M-Gal.	80	20.00	1,600.00
*1"-0 Aggregate Base	Ton	4,145	8.44	34,983.80
*Class "C" Asphalt Concrete	Ton	976	34.00	33,184.00
Class "C" Asphalt Concrete	Ton	214	34.00	7,276.00
18-inch Culvert Pipe	Lin. Ft.	70	15.00	1,050.00
24-inch Culvert Pipe	Lin. Ft.	54	19.00	1,026.00
Guardrail, Type 2A	Lin. Ft.	488	16.30	8,052.00
Guardrail Anchors, Type 1	Each	4	400.00	1,600.00
Rail End Pieces, Type B	Each	1	60.00	60.00
Rail End Pieces, Type C	Each	3	100.00	300.00
Extra for Asphalt Approaches	Each	12	110.00	1,320.00
Delineators, Type 2	Each	8	25.00	200.00
Delineators, Type 4	Each	4	20.00	80.00
				$ 112,843.80

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,600.00
Roadside Seeding & Mulching	All Required	1,000.00
EEO/Labor Compliance Monitoring (0.5% Const. Amt.)	All Required	558.33
		$ 3,158.33
	Subtotal	$ 116,002.13
	Engineering	15,660.87
	Total	$ 131,663.00

*Items to be arbitrary coded non-participating to comply with FHWA's 10% rule for Bridge Replacement Funds.

Type Code X080
Bridge No. 4775A (Sta. 626+63 to Sta. 627+03)

Mobilization	(53%)	All Required		$ 3,710.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,000.00
Temporary Signs	Sq. Ft.	284	8.00	2,272.00
Temporary Barricades	Each	4	100.00	400.00
Temporary Guardrail, Type 2A Reflectorized	Lin. Ft.	300	13.00	3,900.00
Temporary Concrete Barriers	Lin. Ft.	75	16.50	1,237.50
Temporary Plastic Safety Markers	Each	25	40.00	1,000.00
Temporary Delineators	Each	20	20.00	400.00
Flaggers	Hour	240	10.00	2,400.00
Stone Embankment	Cu. Yd.	180	9.00	1,620.00
Detour Removal Excavation	Cu. Yd.	400	3.25	1,300.00
Watering	M-Gal.	20	20.00	400.00
1"-0 Aggregate Base	Ton	900	8.44	7,596.00
Class "C" Asphalt Concrete	Ton	240	34.00	8,160.00
Temporary Drainage Structure	Lump Sum	All	Lump Sum	4,274.00
Guardrail, Type 3	Lin. Ft.	100	30.00	3,000.00
Loose Riprap, Class 100	Cu. Yd.	30	20.00	600.00
Bridge Removal Work	Lump Sum	All	Lump Sum	2,300.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	3,000.00
Structure Excavation	Cu. Yd.	290	9.00	2,610.00
Structure Excavation Below Elevations Shown	Cu. Yd.	30	20.00	600.00
Special Wall Backfill	Cu. Yd.	170	12.00	2,040.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	26,250.00
Reinforcement	Lump Sum	All	Lump Sum	4,750.00
4' x 40'/45' Prestressed Slabs	Each	8	3,100.00	24,800.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	168	53.50	8,988.00
Metal Rail with Tubing	Lin. Ft.	100	48.25	4,825.00
Membrane Waterproofing	Sq. Yd.	145	8.00	1,160.00
				$ 124,592.50

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5% Const. Amt.)	All Required	$ 629.60
		$ 629.60
	Subtotal	$ 125,222.10
	Engineering	16,904.90
	Total	$ 142,127.00

Length of Project ---------------------- Roadway 0.267 mi.
Bridge 0.008 mi.
Total 0.275 mi.

Cost of Roadway Per Mile -------------- $493,119.85

SUMMARY OF FUNDS (80%)

Description	Appn	Total Cost	Federal Funds	State Funds
Bridge	118	$142,127.00	$113,701.00	$ 28,426.00
Roadway	118	27,379.00	21,903.00	5,476.00
Roaway	Non	104,284.00*	--	104,284.00
		$273,790.00	$135,604.00	$138,186.00

Group 011: 62%; Group 010: 38%
Contract No. 10163
Prefix: C130-1907 (PE)
C10163 (Const.)
Appn: 118

Non-Participating State Work

Single Mailbox Supports	Each	1	150.00	$ 150.00

*Total of items arbitrarily coded non-participating plus engineering to comply with FHWA's 10% rule for Bridge Replacement Funds.

DRH:me

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION OJECTS

No. 18

PROJECT NAME (SECTION) M. Fk. Cold Spring Canyon (M.P. 0.90)		WEEK ENDING July 19, 1986
		CONTRACT NO 10163
HIGHWAY Athena - Holdman	COUNTY Umatilla	F A PROJECT NO BRS-190(4)
CONTRACTOR A & R Construction, Inc.	KIND OF WORK G, P, S	DATE OF AWARD November 26, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 273,960	AUTHORIZATION	$ 21,724	FIRST NOTIFICATION DATE March, 24 1986
		COST THIS WEEK	$ 335	ESTIMATED DATE OF COMPLETION, OR August 31, 1986
ESTIMATED PROJECT COST	$ 273,960	TOTAL TO DATE	$ 20,609	SECOND NOTIFICATION DATE AND July 02, 1986
ESTIMATED PERCENT OVERRUN/UNDERRUN	0 %	PERCENT OF AUTHORIZATION	95 %	ESTIMATED SEMIFINAL SUBMITTAL DATE August 15, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Specified Completion	8/31/86	All	-	- -	Yes

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED 99 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	3,240cy	5,045tn	1,430tn		4775A	
EST. CORRECTED QUANTITIES	3,240cy	5,045tn	1,430tn			
EST. PERFORMED TO DATE	3,240cy	5,997tn	1,439tn			
PERCENT PERFORMED TO DATE	100%	119%	101%		100%	

ACTIVITIES THIS WEEK:

We are preparing semi-final.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Thomas A. Penner

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

Thomas A. Penner

10,163

CONTRACTOR'S REQUEST FOR SUBCONTRACT CONSENT

HIGHWAY DIVISION

4-1-86

PROJECT NAME (SECTION): Middle Fork Cold Springs Canyon Bridge

CONTRACT NO.: 10,163

PRIME CONTRACTOR'S NAME: A & R Construction, Inc., dba Laco Constr.Co.

COUNTY: Umatilla

PREFIX (COMPLETED BY HWY. DIV.):

ESTIMATED STARTING DATE OF THIS SUBCONTRACT WORK: 3/24/86

ESTIMATED COMPLETION DATE OF THIS SUBCONTRACT WORK: 8/31/86

F.A. NO. (COMPLETED BY HWY. DIV.):

SUBCONTRACTOR'S NAME AND ADDRESS:
J & S Construction, Inc.
1710 Easy St.
Wenatchee, WA 98801

SUB-SUBCONTRACTOR'S NAME AND ADDRESS:

PHONE: (509) 662-2593

FEDERAL IRS NUMBER: 91-1137864

PHONE:

FEDERAL IRS NUMBER:

BID ITEM NO.'S	DESCRIPTION OF WORK TO BE SUBLET	QUANTITY	UNIT	UNIT PRICE	ACTUAL SUBCONTRACT AMOUNT
40	Reinforcement (Placement Only)	1	LS	1327.15	$1327.15
38	Reinforcement Placement Only	1	LS	1222.65	$1222.65
	(Item 38 already submitted &				
	approved)				

☐ SEE ATTACHMENT FOR ADDITIONAL DESCRIPTIONS OR REMARKS.

TOTAL AMOUNT OF THIS SUBCONTRACT $

THE APPLICABLE DOCUMENTS CHECKED BELOW ARE A PART OF THIS SUBCONTRACT

(ALL PROJECTS)

CONTRACT MINIMUM WAGE SCHEDULE ☒

MINORITY BUSINESS ENTERPRISE, MBE POLICY STATEMENT ☒

(ALL FEDERAL-AID PROJECTS)

REQUIRED CONTRACT PROVISIONS — F.A. CONSTRUCTION CONTRACTS (FORM PR-1273 "PINK SHEETS" INCLUDED IN SPECIAL PROVISIONS) ☒

(FEDERAL-AID PROJECTS WHEN SUBCONTRACTOR WILL RECEIVE OVER $10,000)

ON-SITE WORK FORCE AFFIRMATIVE ACTION REQUIREMENTS FOR WOMEN AND MINORITIES — SPECIAL PROVISIONS ☐

SUBCONTRACTOR'S CERTIFICATION OF NONDISCRIMINATION IN EMPLOYMENT (FORM 734-1735 INCLUDED IN SPECIAL PROVISIONS) ☐

(FEDERAL-AID PROJECTS WITH ON-THE-JOB TRAINING IF SUBCONTRACT WILL HAVE ON-THE-JOB TRAINING)

ON-THE-JOB TRAINING SPECIAL PROVISIONS ☐

I REQUEST THE HIGHWAY DIVISION'S CONSENT TO THIS SUBCONTRACT AND CERTIFY THAT THE ORGANIZATION WHICH WILL PERFORM THIS WORK IS EXPERIENCED AND THAT THE WORK WILL BE PERFORMED IN ACCORDANCE WITH THE MAIN CONTRACT TERMS.

PRIME CONTRACTOR'S REPRESENTATIVE:

TITLE: Vice President

DATE: 4/8/86

THE INFORMATION BELOW IS COMPLETED BY THE HIGHWAY DIVISION

DISTRIBUTION AFTER CONSENT

☐ PRIME CONTRACTOR

☐ FHWA

☐ REGION

☐ PROJECT MANAGER

☐ LIAISON

CONSENT TO THIS SUBCONTRACT IS HEREBY GIVEN BY THE CONSTRUCTION ENGINEER.

THIS SUBCONTRACT NO. ____________ BRINGS THE TOTAL AMOUNT OF SUBCONTRACTED WORK, BASED ON CONTRACT AMOUNTS,

TO $____________ OR ______%

BY CONSTRUCTION OFFICE MANAGER .... DATE ....

734-1964 (10-83)

THE PRIME CONTRACTOR SUBMITS ORIGINAL AND TWO COPIES TO PROJECT MANAGER.

December 2, 1985

CON 5 - 10,163

A & R Construction, Inc. dba
Laco Construction Co.
2041 First Avenue North
P. O. Box 881
Lewiston, ID 83501

The Oregon Transportation Commission on November 27, 1985, accepted your proposal for work on the Middle Fork Cold Springs Canyon (M.P. 0.90) Bridge Section of the Athena-Holdman Highway in Umatilla County for the sum of $237,586.30. The Commission referred your bid to the State Highway Engineer with authority to award the contract pending DBE/WBE review.

That condition was satisfied and the State Highway Engineer on November 27, 1985, awarded you the project, which has been assigned Contract No. 10,163.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within ten days after you receive this contract.

Please follow exactly the instructions on the green slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information and is yours to keep.

The completion date on this contract is August 31, 1986.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosures

bc: Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle & Portland

bbc: C. O. Fredrickson
Fran Neavoll
Don Keyes
Bruce Walton
Robert Hector
Walt Hart
Tom Penner

10,103

N

A & R CONSTRUCTION, INC. (208) 746-3394

2041 FIRST AVENUE NORTH P. O. BOX 881 LEWISTON, IDAHO 83501

November 23 1985
Letter No. 24-85-1

State of Oregon
121 Transportation Building
Salem, OR 97310

Attn: Commision Services
Re: M. FK. Cold Springs Canyon (M.P. 0.90) BR.

Dear Gentleman or Ladies

As requested we are providing the following DBE and WBE information in requards to the M. FK. Cold Springs Canyon (M.P. 0.90) BR.Project which bid 11-21-85. The goals on this project are 6% DBE and 1% WBE. Our bid price was 237,586.30.

Subcontractor:
G&T Flagging (WBE)
P.O. Box 1032
Elgin, OR. 97827
(503) 437-3372

Item No. 9 Flaggers 240 Hrs. x $8.00 = $1,920.00

J&S Construction Inc.(WBE)
1710 Easy Street
Wenatchee, WA 98801
(509) 662-2593
Item No. 38 Reinforcement (placement only) $ 1,222.65

1.3% Total $ 3142.65

MB Construction Inc.
P.O. Box 1411
Lewiston ID. 83501
(208) 746-4370

A & R CONSTRUCTION, INC. (208) 746-3394
2041 FIRST AVENUE NORTH P. O. BOX 881 LEWISTON, IDAHO 83501

Page 2 of 2 11/23/85

Item No. 12 Embankment in place 3240 cy x 1.50=	$4860.00
Item No. 22 Guardrail Type 2A 488lf x 15.00=	$7320.00
Item No. 23 Guardrail Type 3 100lf x 26.00	$2,600.00
Item No. 24 Guard Rail Anchors 4ea. x360.00	$1440.00
6.8% Total	$16,220.00

Very Truly Yours
A&R CONSTRUCTION INC
dba Laco Construction Co.

Alvin Connerley
President

[illegible] 1985 [illegible]

cc Thomas Jones

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-190(4) Con 12

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50093

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
Potter
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Orig w/ att 11/4

7. DATE AUTHORIZATION EFFECTIVE
August 19, 1985

8. FEDERAL ROUTE NUMBER
FAS 190

9. STATE ROUTE NUMBER
334

10. GENERAL LOCATION:
M,iddle Fork Cold Springs Canyon BR # 04775-334-00090

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8-6-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $330,000; Federal Funds $264,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 10-25-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE
10/30/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K.

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208-2946

Reply to
Attention of:

EIVED
HWY ENG
SEP 13 '85
REFER TO
D. Christensen
Info
✓

Orig w/
att. to
9/17

TAA

September 12, 1985

Operations Division (NPPOP-R-1)

Subject: 071-OYA-4-006257 (King's Corner - Minor Road Crossing/Fill)

Oregon State Highway Division
State Transportation Building
Salem, Oregon 97310

Gentlemen:

This is in response to your request for a Department of the Army Permit to place 140 cubic yards of fill below the ordinary high water mark in construction of a minor road crossing over the Middle Fork of Cold Springs Canyon near King's Corner, Umatilla County, Oregon.

Based on the information provided, your proposed work is authorized under the nationwide permit described below provided you comply with the following Regional Condition and that the enclosed Nationwide Conditions and Management Practices (Enclosure 1) are met. Nationwide permit 33 CFR 330.5(a)(14) authorizes minor road crossing fills including all attendant features both temporary and permanent that are part of a single and complete project for crossing of a non-tidal waterbody, provided that the crossing is culverted, bridged or otherwise designed to prevent the restriction of and to withstand expected high flows, and provided further that discharges into any wetlands adjacent to the waterbody do not extend beyond 100 feet on either side of the ordinary high water mark of that waterbody. A "minor road crossing fill" is defined as a crossing that involves the discharge of less than 200 cubic yards of fill material below the plane of ordinary high water.

In addition to meeting the Nationwide Permit Conditions and Management Practices, the authorization herein is not considered valid unless you adhere to the following Regional Condition:

"That these activities shall receive permits, where required, under Oregon's Removal/Fill Law and appropriate local authorizations."

Your application and drawings (Enclosure 2) are being returned to you. If you have any questions, contact Jim Goudzwaard, Project Manager, Regulatory Branch, at the above address or telephone (503) 221-6995.

Sincerely,

G. A. Newgard
Chief, Regulatory Branch

Enclosure

CF: ODSL

NATIONWIDE PERMIT CONDITIONS AND MANAGEMENT PRACTICES

33 CFR 330.5(b) CONDITIONS. The following special conditions must be followed in order for the nationwide permits to be valid:

(1) That any discharge of dredged or fill material will not occur in the proximity of a public water supply intake;

(2) That any discharge of dredged or fill material will not occur in areas of concentrated shellfish production unless the discharge is directly related to a shellfish harvesting activity authorized by 33 CFR 330.5(a)(4);

(3) That the activity will not jeopardize a threatened or endangered species as identified under the Endangered Species Act, or destroy or adversely modify the critical habitat of such species. In the case of Federal agencies, it is the agency's responsibility to review its activities to determine if the action "may affect" any listed species or critical habitat. If so, the Federal agency must consult with the Fish and Wildlife Service and/or National Marine Fisheries Service;

(4) That the activity will not significantly disrupt the movement of those species of aquatic life indigenous to the waterbody (unless they primary purpose of the fill is to impound water);

(5) That any discharge of dredged or fill material will consist of suitable material free from toxic pollutants (See Section 307 of the Clean Water Act) in toxic amounts;

(6) That any structure or fill authorized will be properly maintained;

(7) That the activity will not occur in a component of the National Wild Scenic River System; and

(8) That the activity will not cause an unacceptable interference with navigation.

(9) That the Best Management Practices listed in Section 330.6 below should be followed to the maximum extent practicable.

33 CFR 330.6 Management Practices. The following management practices should be followed, to the maximum extent practicable, in the discharge of dredged or fill material under nationwide permits in order to minimize the adverse effects of these discharges on the aquatic environment. Failure to comply with these practices may be cause for the District Engineer to recommend or the Division Engineer to take discretionary authority to regulate the activity on an individual or regional basis pursuant to 33 CFR 330.8.

(1) Discharges of dredged or fill material into waters of the United States shall be avoided or minimized through the use of other practical alternatives.

(2) Discharges in spawning areas during spawning seasons shall be avoided.

(3) Discharges shall not restrict or impede the movement of aquatic species indigenous to the waters, or the passage of normal or expected high flows, or cause the relocation of the water (unless the primary purpose of the fill is to impound waters).

(4) If the discharge creates an impoundment of water, adverse impacts on the aquatic system caused by the accelerated passage of water and/or the restriction of its flow, shall be minimized.

(5) Discharges in wetland areas shall be avoided.

(6) Heavy equipment working in wetlands shall be placed on mats.

(7) Discharges into breeding areas for migratory waterfowl shall be avoided.

(8) All temporary fills shall be removed in their entirety.

JAN 85

Enclosure I

5

OSHD Permit No. 472
Middle Fork Cold Springs Cany
Br. Sec.
Athena-Holdman Hwy, Umatilla County

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only
Corps of Engineers # 6257 006007
Date received

For Agency Use Only
State of Oregon # R/F 4271
Date received

Name of Waterway Middle Fork Cold Springs Canyon
River Mile
Local Name King's Corner
Section 22
Township 4N
Range 32 E
Estimated Starting Date of Project Fall 1985
Estimated Completion Date of Project Summer 1986

NAME OF APPLICANT
Address
City, State, Zip Code
Phone: Work Area ( ) Home Area ( )

AUTHORIZED AGENT Oregon State Highway Division
Address State Transportation Building
City, State, Zip Code Salem, OR 97310
Phone: Work Area (503) 378-6558 Home Area ( )

PROJECT SUPERVISOR
Phone: Work Area ( ) Home Area ( )

PROPERTY OWNER IF OTHER THAN APPLICANT Oregon State Highway Division
Address State Transporation Building
City, State, Zip Code Salem, OR 97310
Phone: Work Area (503) 378-6558 Home Area ( )

PROJECT ADDRESS
City, County, State Zip Code
Assessor's Records--Shown on Map #
Tax Lot
Name of Subdivision

RECEIVED
AUG 2 8 1985
REGULATORY FUNCTIONS BR.

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department: Umatilla County Dept. of Public Works
Address: 3920 Westgate, Pendleton, OR 97801
Phone Number: (503) 276-2962

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval

RECEIVED
AUG 2 8 1985
REGULATORY FUNCTIONS BR.

RECEIVED
AUG 2 1 1985
DIVISION OF STATE LANDS

P Form 358
1980
1-31-04-80

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

All surplus material will be disposed of off the project, outside the limits of the stream.

Disturbed soil surfaces will be graded to blend in with undisturbed, natural surfaces and seeded and mulched as needed.

INFORMATION FOR FILL OR REMOVAL:

Includes approx. 50 c.y. riprap

FILL WILL INVOLVE __________ cubic yards annually, and approx. 700 cubic yards for the total project.

☒ Riprap ☒ Rock ☒ Gravel ☒ Sand ☒ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE __________ cubic yards annually, and approx. 900 cubic yards for the total project.

☒ Rock ☒ Gravel ☒ Sand ☒ Silt ☐ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

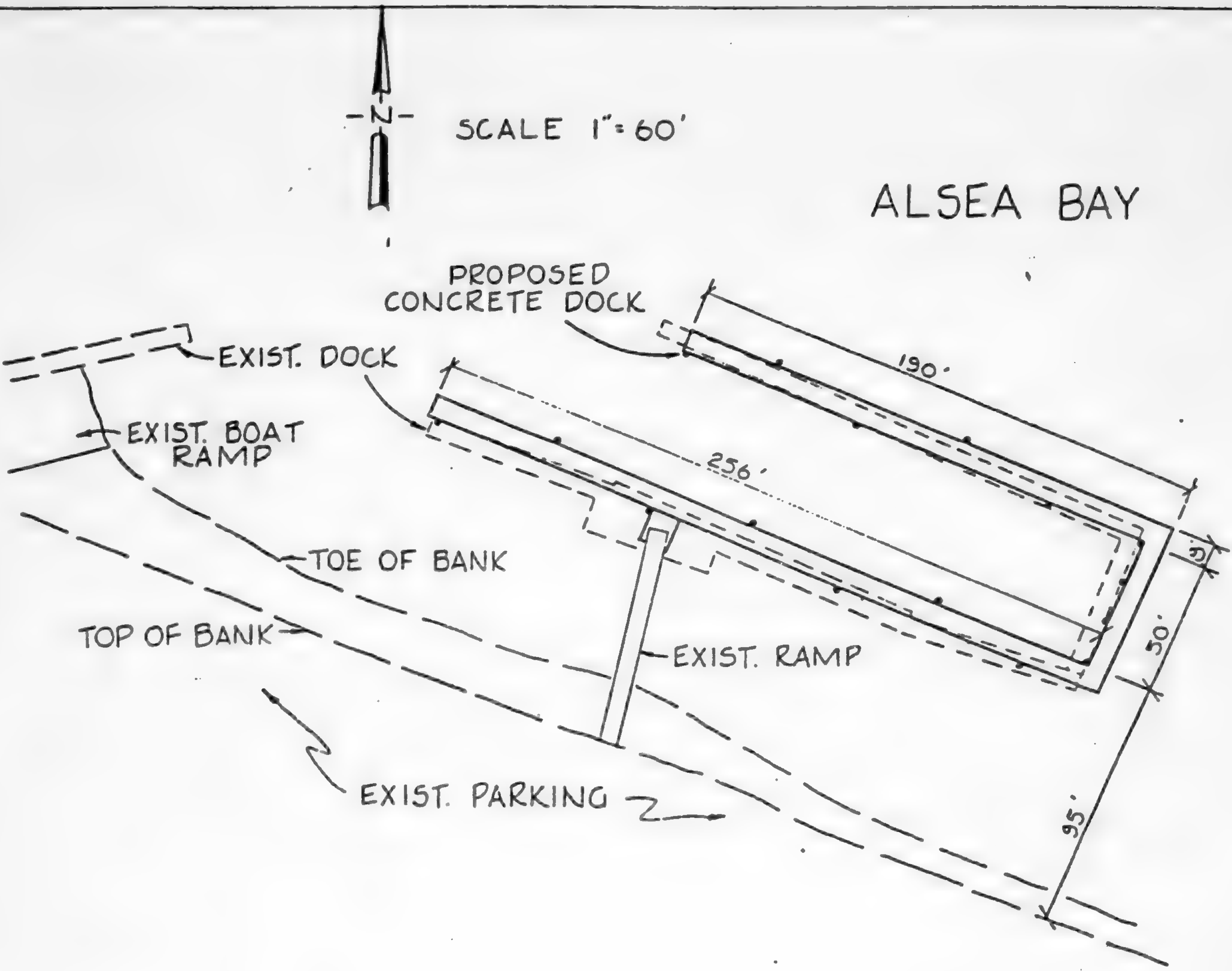
This is a bridge replacement project which will involve construction of a temporary detour embankment, removal of the existing timber bridge and construction of a new bridge in its place. The new bridge will be a single span precast concrete slab structure supported by reinforced concrete abutments with spread footings at each end. Class 100 loose riprap will be placed on channel bank adjacent to upstream abutment wingwqlls as necessary to prevent erosion. Excavation will be necessary to construct abutment walls, wingwalls, and footings as well as to enlarge the channel that is constricted by the existing bridge. Fill will be necessary to construct detour embankment, backfill around abutments and reconstruct dike which will be damaged by detour construction. The detour will be constructed of clean granular material in the waterway using a culvert pipe to convey water. The detour will be removed at the completion of the project.

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."

005999 (Alsea Bay - Piling/Floating Dock)


N
SCALE 1" = 60'
ALSEA BAY
PROPOSED CONCRETE DOCK
EXIST. DOCK
EXIST. BOAT RAMP
190'
256'
15'
50'
TOE OF BANK
TOP OF BANK
EXIST. RAMP
EXIST. PARKING
95'

PROPOSED DOCK & PILING
PORT OF ALSEA
WALDPORT, OREGON

Enclosure 2

10,163

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ECEIVED
JUL 30 1985
ROAD DESIGN
SECTION

RDE
cy FDE
LS
cy
FPO
FDE
LFB

BPC
FDS
CAD
Copy All
Return To
B/U __/__/__

In Reply Refer to
File No.:

DATE: July 29, 1985

TO:
U. S. Corps of Engineers
U. S. Fish and Wildlife Service
U. S. National Marine Fisheries Service
U. S. Environmental Protection Agency
U. S. Coast Guard
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Bob Pool

FROM:
Bob Pool, P.E., P.L.S.
Location Engineer

SUBJECT: Regional Permit for Fills in Waters of the United States

Section: Middle Fork Cold Springs Canyon Bridge #04775
Highway: Athena-Holdman
County: Umatilla

This letter, with the enclosed material, serves as the advanced notice required under Operating Procedure of the Department of the Army Permit referred to in the Regional Permit, Application No. 071-OYA-2-005214, pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

The purpose of the project is to replace an obsolete, deteriorated wooden bridge with a new bridge. It will be necessary to construct a detour to carry traffic through the project during the removal of the old bridge and construction of the new structure.

The new bridge will be a prestressed reinforced concrete slab span. Approximately 35 cubic yards of riprap will be placed on the slopes under the bridge for erosion control. Approximately 10 cubic yards of riprap will be used on the face of a dike that will be constructed upstream of the bridge and on the easterly side of the channel of Cold Springs Canyon Creek. The dike is to prevent erosion and keep Cold Springs Canyon Creek in its channel.

Clean granular material will be used in the detour in those areas that would be below the high water mark. There will be a total of approximately 380 cubic yards of material in the detour. This material will be removed when the detour is no longer needed. The area of the detour and any other new slopes will be graded to blend into the surrounding landscape and, where appropriate, will be seeded and mulched.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 211 Transportation Building, Salem, OR 97310, telephone 378-6265.

Enclosures

cc D. E. Wilken
D. O. Christensen
W. J. Hart
C. M. Gilmour
D. E. Keyes w/enc.

RCP:DEK:ja

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1985

In Reply Refer to
File No.: DES 23
4775A

RECEIVED
STATE HWY ENGR
JUN 14 '85
REFER TO

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Middle Fork Cold Springs Canyon Br. #4775A
Middle Fork Cold Springs Canyon Br. Section
Athena-Holdman Highway
Umatilla County

Enclosed are two reduced prints of Drawings 40741 and 40339 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the hydraulic report. The foundation report will be forwarded when it is available.

The alignment and roadway width are in accordance with the standards governing the project. The length and elevation were determined by the hydraulic requirements.

Only one alternate was considered for this structure: the single span structure with precast, prestressed slabs on vertical abutments and spread footings as shown in the enclosed plans.

A detour just north of the structure will be used to route traffic during construction.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $105,000.

We request your approval of our preliminary plan.

MAB:krm

Enclosures

NOTED
D. O. Christens

~~cc:~~ E. S. Hunter
Gary Potter, Program
R. A. Kuehn, Final Design /w/ 1 set
R. D. Hector, Region 5 Engineer /w/ 1 set
Cam Gilmour, Environmental /w/ 1 set
W. Giebel, Bicycle Route Engineer /w/ 1 set
H. W. Oswald, District 12 Maintenance Supervisor /w/ 1 set -- Please review and advise on the need for riprap shown on the plans.

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-190(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50093

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 28, 1985
8. FEDERAL ROUTE NUMBER Secondary 190
9. STATE ROUTE NUMBER Secondary 334

10. GENERAL LOCATION:
Middle Fork Cold Springs Canyon Br #014775-334-00090

11. GENERAL DESCRIPTION OF WORK
Program Change and Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested by Mr. Potter's letter of 5-22-85 the program change adding "Right-of-Way Acquisition" to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with the actual acquisition of file No. 54350 as shown on sketch map attached to request at a TEC of $1,500 - F.F. $1,200.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 31 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
5/31

14. DATE 5/30/85
15. SIGNATURE OF APPROVING OFFICIAL John D Wickman
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 19-1 [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

April 24, 1985

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Middle Fork Cold Springs Canyon Bridge #04775
Athena-Holdman Highway
Umatilla County
RS-190(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
May 15, 1985

CMG:lm

Attachments (4)

5/3/85

cc:
J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Middle Fork Cold Springs Canyon Bridge #04775	KEY ID # REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquistion of less than one acre for the construction of a temporary easement for a detour.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Bridge replacement only. The project is consistent with the Umatilla County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. Safety will be improved as the existing structure is deficient, requiring ongoing costly repairs and maintenance to keep the structure in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None: The stream is intermittent in nature and is dry during the summer construction season.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

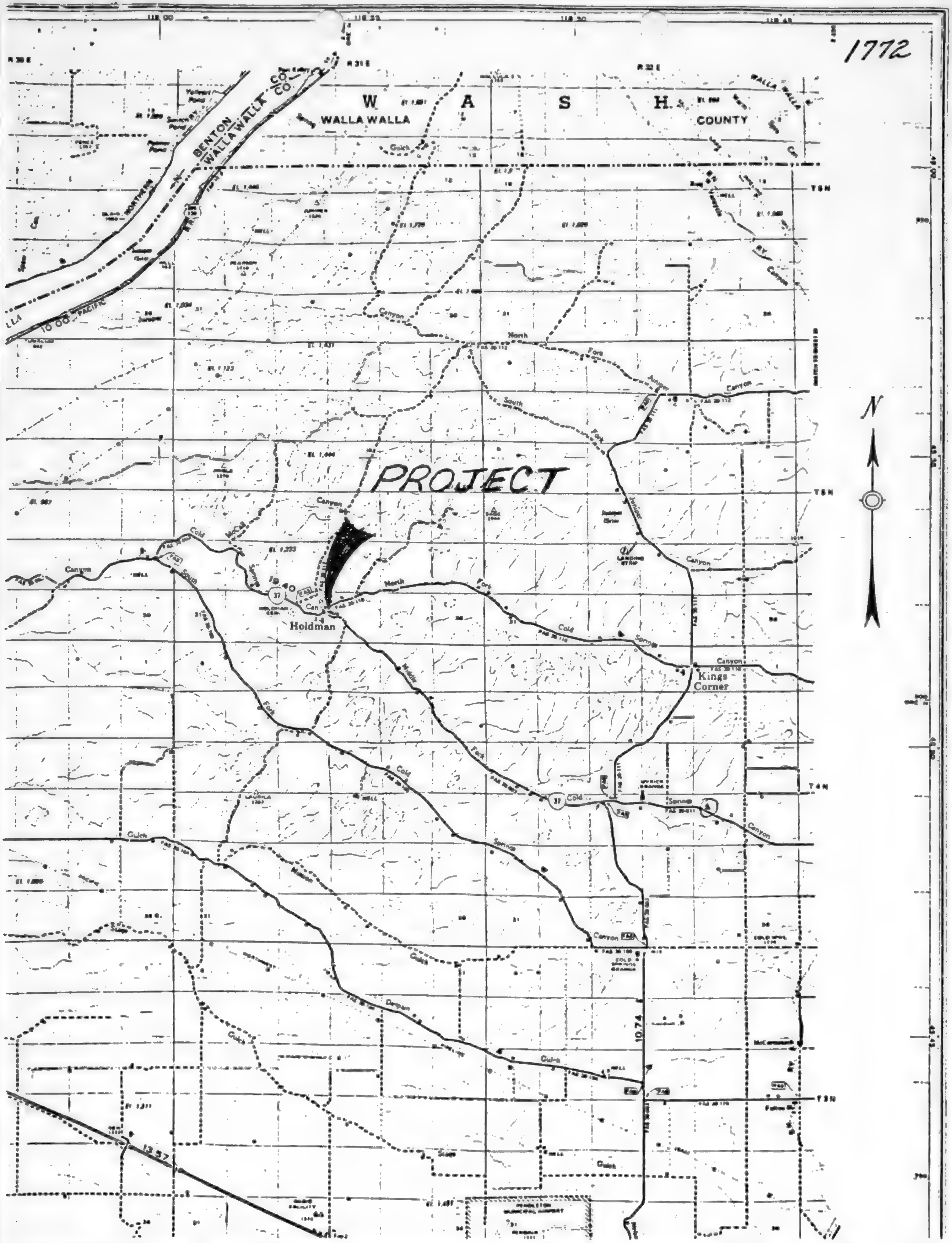
The proposed project is a bridge replacement involving the acquisition of less than one acre for the construction of a temporary detour. No other adverse physical and human impacts are anticipated

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	[illegible]

734-1913 (7-82)

1772



R 30 E
R 31 E
R 32 E
W A S H.
WALLA WALLA
COUNTY
BENTON CO.
WALLA WALLA CO.
NORTHERN PACIFIC
Gulch
T6N
Canyon
North Fork
Juniper Canyon
South Fork
PROJECT
T5N
Cold
Canyon
1940
37
Can
Holdman
North Fork
Cold Springs
Canyon
Kings Corner
Middle Fork
South Fork
Cold Springs
T4N
37
Cold
Springs
Canyon
Gulch
Canyon
10.74
Despain
Gulch
T3N
13.57
N

CON 9-1
Cold Spgs

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-190(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50093

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-31-84

8. FEDERAL ROUTE NUMBER Secondary 190

9. STATE ROUTE NUMBER Secondary 334

10. GENERAL LOCATION:

MIDDLE FORK COLD SPRINGS CANYON BR #04775-334-00090

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $35,000; Federal Funds $28,000.

13. REMARKS

As requested by Mr. Potter's PEA dated 10/29/84 subject to FHWA field review.

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/6

14. DATE 11/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Date: September 27, 1984

To: Oregon Transportation Commission

PRO

From: H.S. Coulter
State Highway Engineer

Subject: Requests for Approval to Add Ten Projects to and Remove one from the Six Year Program

On your Agenda for your consideration at the October 9 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION: Corvallis/Lebanon Interchange-Halsey Interchange
HIGHWAY: Pacific
COUNTY: Linn
PROGRAM YR: Development - Final Plans In 1987
FUNDING: I-4R
Total Estimated Cost: $12,000,000

DESCRIPTION: Perform preliminary engineering to prepare a project for future contract. Existing asphalt concrete pavement on the outside travel lane has broken down. Possible solution would replace AC with 11" of PCC and overlay the inside lane with 4" of AC.

IMPACT: Funds are available for the development work. The funding is Interstate 4R, which is assigned and available in later years in the Six Year Program for projects to be identified.

SECTION: S. Ashland Interchange-California St. Line
HIGHWAY: Pacific
COUNTY: Jackson
PROGRAM YR: Construction - 1987
FUNDING: I-4R
Total Estimated Cost: $21,000,000

DESCRIPTION: The wearing surface is in serious condition resulting in high maintenance costs. This project would remove the existing pavement and place continuously reinforced concrete pavement. The basic section would provide 3 lanes up the hill and two down.

IMPACT: Interstate 4R funds are assigned and available in the Six Year Program for FY 1987 for projects to be identified.

SECTION: Middle Fork Cold Springs Canyon Bridge #04775
HIGHWAY: Athena - Holdman
COUNTY: Umatilla
PROGRAM YR: Construction - 1985
FUNDING: HBR
Total Estimated Cost: $ 180,000

DESCRIPTION: Excessive decay in stringers and pile caps. Construct concrete slab span, widen and overlay.

IMPACT: There is a significant balance of HBR funds available to the Division, so the addition of this project to the Program for construction in FY 85 will have a minimal impact.

SECTION: Cape Creek Bridge #1113
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM YR: Construction - 1986
FUNDING: HBR
Total Estimated Cost: $ 800,000

DESCRIPTION: The structure has spalled concrete and exposed rebar. This project calls for experimental concrete rehabilitation to repair and seal the remaining structure.

IMPACT: HBR funds are assigned and available in FY 1986 of the Six Year Program for projects to be identified.

SECTION: Nehalem River (Banzer) Bridge #3140A
HIGHWAY: Nehalem
COUNTY: Columbia
PROGRAM YR: Construction - 1986
FUNDING: HBR
Total Estimated Cost: $ 900,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: HBR funds are assigned and available in FY 86 of the Six Year Program for projects to be identified.

SECTION: Haynes Inlet Slough Bridge #7501
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: Construction - 1987
FUNDING: HBR
Total Estimated Cost: $ 900,000

DESCRIPTION: Wooden piles have been attacked by marine animals. This project will replace the wooden piles and caps with concrete and replace substandard rail.

IMPACT: HBR funds are assigned and available in FY 1987 of the Six Year Program for projects to be identified.

SECTION: Big Creek Bridge #1180
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM YR: Construction - 1988
FUNDING: HBR
Total Estimated Cost $ 1,300,000

DESCRIPTION: This structure is past rehabilitation due to salt intrusion damage and substandard clearances. This project would replace the structure.

IMPACT: HBR funds are assigned and available in FY 1988 of the Six Year Program for projects to be identified.

SECTION: Lost River Bridge #2417
HIGHWAY: Klamath Falls/Malin
COUNTY: Klamath
PROGRAM YR: Construction - 1988
FUNDING: HBR
Total Estimated Cost: $ 250,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: HBR funds are assigned and available in FY 1988 of the Six Year Program for projects to be identified.

SECTION: Multnomah Falls Parking Lot Fence
HIGHWAY: Columbia River
COUNTY: Multnomah
PROGRAM YR: Construction - 1985
FUNDING: I-4R
Total Estimated Cost: $ 113,000

DESCRIPTION: There is no physical barrier between the travel lanes and the parking area. People and pets can access the travel lanes thereby creating a very hazardous situation. This project provides for installation of a 4' chain link fence and concrete shoulder barrier around the parking lot.

IMPACT: I-4R funds are available. This project will have little impact on the program.

SECTION: Gray Creek (Cedar Flat X'ing) #3964
HIGHWAY: McKenzie
COUNTY: Lane
PROGRAM YR: Construction - 1985
FUNDING: State
Total Estimated Cost: $ 40,600

DESCRIPTION: A 6'x6' reinforced concrete box culvert currently in place is inadequate to handle the discharge. There is erosion at the end of the box causing settlement of the pavement. This project would add an 8'x8' RCBC beside the existing 6'x6'.

IMPACT: State Funds are available.

There is also a request to remove the following project from the Six Year Program:

SECTION: Columbia River at Power Line Rd.
HIGHWAY: Columbia River
COUNTY: Umatilla
PROGRAM YR: Construction - 1985
FUNDING: FAP
Total Estimated Cost: $ 50,000

DESCRIPTION: This project was to provide a left turn refuge onto a relocated local facility, Power Line Road. The County has indicated that the relocation project has essentially been dropped, thus eliminating the need for the turn refuge.

IMPACT: Due to short supply of FAP funds, this change would have a positive effect on the program.

cc Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
J.H. Versteeg
L.E. George
Cam Gilmour
F.E. Terpin
V.E. Skoog
Region Engineers
George Bell

[illegible] 17-1
[illegible]

Date: September 11, 1984 PRO

To: Oregon Transportation Commission

From: H.S. Coulter
State Highway Engineer

Subject: Requests for Approval to Add Eight Projects to the Six Year Program

On your Agenda for your consideration at the September 18 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SUBJECT: Corvallis/Lebanon Interchange-Halsey Interchange
HIGHWAY: Pacific
COUNTY: Linn
PROGRAM YR.: 1985 Development
FUNDING: I-4R
Total Estimated Cost: $12,200,000

DESCRIPTION: Perform preliminary engineering to prepare a project for possible contract letting in April 1985. Existing asphalt concrete pavement on the outside travel lane has broken down. Possible solution would replace AC with 11" of PCC and overlay the inside lane with 4" of AC.

IMPACT: Funds are available for the development work. The impact would be small.

SECTION: S. Ashland Interchange-California St. Line
HIGHWAY: Pacific
COUNTY: Jackson
PROGRAM YR.: 1987
FUNDING: I-4R
Total Estimated Cost: $21,000,000

DESCRIPTION: The wearing surface is in serious condition resulting in high maintenance costs. This project would remove the existing pavement and place continuously reinforced concrete pavement. The basic section would provide 3 lanes up the hill and two down.

IMPACT: The impact would be significant but funds will be available and the project is very important.

SECTION: Middle Fork Cold Springs Canyon Bridge #04775
HIGHWAY: Athena - Holdman
COUNTY: Umatilla
PROGRAM YR.: 1985
FUNDING: HBR
Total Estimated Cost: $ 179,000

DESCRIPTION: Excessive decay in stringers and pile caps. Construct concrete slab span, widen and overlay.

IMPACT: Funds are available, the impact will be small.

SECTION: Cape Creek Bridge #1113
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM YR.: 1986
FUNDING: HBR
Total Estimated Cost: $ 770,000

DESCRIPTION: The structure has spalled concrete and exposed rebar. This project calls for experimental concrete rehabilitation to repair and seal the remaining structure. This structure is on the historical bridge list.

IMPACT: Funds will be available, the impact will be small.

SECTION: Nehalem River (Banzer) Bridge #3140A
HIGHWAY: Nehalem
COUNTY: Columbia
PROGRAM YR.: 1986
FUNDING: HBR
Total Estimated Cost: $ 856,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: Funds will be available, the impact will be small.

SECTION: Haynes Inlet Slough Bridge #7501
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR.: 1987
FUNDING: HBR
Total Estimated Cost: $ 924,000

DESCRIPTION: Wooden piles have been attacked by bankia and limnoria (marine animals). This project will replace the wooden piles and caps with concrete and replace substandard rail.

IMPACT: Funds will be available, the impact will be small.

SECTION: Big Creek Bridge #1180
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM. YR.: 1988
FUNDING: HBR
Total Estimated Cost: $1,260,000

DESCRIPTION: This structure is past rehabilitation due to salt intrusion damage and substandard clearances. This project would replace the structure.

IMPACT: Funds will be available, the impact will be small.

SECTION: Lost River Bridge #2417
HIGHWAY: Klamath Falls/Malin
COUNTY: Klamath
PROGRAM YR.: 1988
FUNDING: HBR
Total Estimated Cost: $ 250,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: Funds will be available, the impact will be small.

cc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
Region Engineers
George Bell

RM:me lks

1985 Portland Signal System   10,164
Project Phase I on various cty sts.
(Control & interconnect cable inst.)

C+A 7411 12-24-80
7-26-84

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

January 13, 1989

IN REPLY REFER TO
HA.1-OR

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

* no enclosures rec'd [illegible]

Oregon Project M-IXG-000C(19)
Portland Citywide Signal System Project
Revised Orders for Force Work Nos. 1 and 2

Revised Order for Force Work No. 1, Revised Order for Force Work No. 2, and the Revised Project Agreement Estimate dated August 31, 1988 are being returned without approval.

The work listed in "OFFW #1 Revised" appears to have no relation to the work listed in "OFFW #1" approved September 29, 1986. The OFFW should be numbered differently or include an explanation relating "OFFW #1 Revised" with "OFFW #1." We have no objection to increasing the authorization as requested from $490,100.75 to $520,836.75 as indicated in the modifying consultant agreement.

The work listed in "OFFW #2 Revised" is not related to the work listed in "OFFW #2" approved September 29, 1986. The OFFW should be numbered differently. In addition, a more detailed explanation of why construction engineering increased from an estimated $30,606 to over $81,000 should be included in your re-submittal.

The Revised Project Agreement Estimate dated August 31, 1988 includes an additional item in Preliminary Engineering, in the amount of $46,050, that has not been previously approved and for which there is no explanation. Your re-submittal should correct this item or provide an explanation or request for approval. In addition, we would like an explanation of why Phase II traffic signal work by the City of Portland (E.A. No. C326-1093, OFFW #1) is being decreased by $127,230. Will the City be able to finish Phase II with their own funds?

Sincerely yours,

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 17 '89
ASSIGNED TO
FOR
INFO INVES ROUGH DRAFT DIRECT REPLY SIGN ACT FILE

Enclosure
*Revised Orders & Agreement Estimate

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: August 31, 1988

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Cam Gilmour, Manager
Program Section

Subject: Project Data Change
Item No. 10033
Project No. M-IXG-000C(19)
Portland Citywide Signal System Project
City Streets
Multnomah County

Attached is data consisting of three copies each of revised "Order for Force Work No. 1" and revised "Order for Force Work No. 2", and correspondence summarizing the requested modifications.

I request your approval of revised "Order for Force Work No. 1" and revised "Order for Force Work No. 2" at no increase in total cost to the project.

Also attached is a revised project agreement estimate showing modifications in funding.

RDF:bkw
Attach.
cc: Rick Kuehn, Reg. 1
Tom Schwab, Reg. 1
General Files

OREGON 1913 75 YEARS 1988 HIGHWAY DIVISION

AN EQUAL OPPORTUNITY EMPLOYER

734-3122B (2-88)

jc cc: OSHD (D. E. Forbes)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3/22/88	REPORT MADE BY Charles H. Snow, Cont.Admin/Maint Engr CHS		PROJECT NO. M-IXG-000C(19)
COMPLETION DATE (Actual) 7/31/87	ACCEPTANCE DATE BY CONRTACT AGENCY 12/8/87	TIME ELAPSED 92 %	CONTRACT TIME 600 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORTLAND CITYWIDE SIGNAL SYSTEM (PHASE I)
City Streets

This project provided for the installation of a traffic signal computer center and for the installation of a traffic signal cable network and controllers at 197 intersections in the Portland CBD. An additional 18 intersections are being remotely tied into the system.

The contract was awarded to Tice Electric Company on December 27, 1985. Work started on April 22, 1986 and was completed on July 31, 1987.

The total project cost was $1,667,446.84, a decrease of 6 percent from the original project authorization. Minor quantity changes have been explained by the State.

The final inspection of the project was made on August 24, 1987.

- CHS -

RECEIVED
STATE HWY ENGR
MAR 25 '88
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

W. E. SCHWARTZ

Cy
3/28

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE	
TITLE Area Engineer	DATE 3/24/88	TITLE District Engineer A	DATE 3/24/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

[illegible]

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-39	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 7		Project Number M-IXG-000C(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 21, 19 80, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 3,806,722	$ 3,813,296	
	72,218	72,218	(W36)
Federal funds	$ 1,988,560	$ 1,995,134	(177)
	900,863	900,863	(178)
Other revisions	835,373	835,373	(580)

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of , 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph M. Speight for

Manager, Program Section
(Title)

~~BY~~For: Donald R. Adams

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 4, 1988

Federal-Aid Project No. M-IXG-000C(19)

Portland Citywide Signal System Section
City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering (City-State)	All Required	$ 62,300.00
JHK & Associates (Consult. Study)	All Required	75,000.00
JHK & Associates (Design)	All Required	522,000.00
JHK & Associates (Agr. #2)	All Required	303,700.00
	Total	$963,000.00

Type Code Y033
Computerized Traffic Control System

Work by JHK & Associations (OFW #1)	All Required	$490,100.00
Monitoring by City of Portland (OFW #2)	All Required	30,606.00
Monitoring by State Forces (OFW #3)	All Required	9,293.00
	Total	$529,999.00

Type Code Y033
Traffic Signals (Phase 1)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers (PA #14)	Hr.	$18.50	1,500	$27,750.00	1,554.50	$28,758.00
Furnish & Install 2-inch Conduit	Lin. Ft.	41.50	50	2,075.00	141.90	5,888.00

Furnish & Install 50 PR 22-GA Int. CBL Cndt/ UT DC	Lin. Ft.	3.50	11,030	38,605.00	11,531.00	40,358.00
				$68,430.00		$75,004.00

Total Increase $ 6,574.00
Subtotal as on Estimate of September 19, 1986, Including Engineering 1,775,888.00
Total $1,782,462.00

Type Code Y033
Traffic Signals (Phase II)(102 Locations Eastside)

Total as on Estimate of September 19, 1986 $ 537,835.00

SUMMARY OF FUNDS

Description	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	City Funds
P.E.	W36	88.15	$ 81,926.00	$ 72,218.00	$4,854.00	$4,854.00
P.E.	580	100.00	55,374.00	55,374.00	---	---
P.E. (Consult)	178	100.00	272,000.00	272,000.00	---	---
P.E. (Consult)	177	100.00	303,700.00	303,700.00	---	---
P.E. (Consult)	580	100.00	250,000.00	250,000.00	---	---
Traffic Control System	580	100.00	529,999.00	529,999.00	---	---
Traffic Signals Phase I	178	100.00	628,863.00	628,863.00	---	---
Traffic Signals Phase I	177	100.00	1,153,599.00	1,153,599.00	---	---
Traffic Signals Phase II	177	100.00	537,835.00	537,835.00	---	---
TOTAL			$3,813,296.00	$3,803,588.00	$4,854.00	$4,854.00

Sub-Job 010 = 0%; Sub-Job 011 = 65%; Sub-Job 020 = 0%; Sub-Job 021 = 35%
Contract No. 10,164
Prefix: C726-1921 (PE)
C326-1085 (SFO Consultant)
C10164 F03972 (Consultant)

DDB:me

10,164

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-270,272		County Multnomah
PROJECT REPORT NUMBER		Project Number M-IXG-000C(19)
MODIFICATION NUMBER 6		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-29-86

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 21, 19 80.

is hereby modified as follows:

	Former amount		Revised amount	
Estimated total cost of project	$ 3,194,587		$ 3,806,722	
	72,218	W36	72,218	W36
Federal funds	$ 1,450,725	177	$ 1,988,560	177
	826,563	178	900,863	178
Other revisions	835,373	580	835,373	580

This modification is made for the following reasons: To reflect the estimated approved preliminary engineering costs by the consultant JHK & Associates, include authorized Phase II Signal work and JHK & Associates modifying agreement #3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XWX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. M-IXG-000C(19)

Portland Citywide Signal System
City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering City-State	All Required			$ 62,300.00
JHK & Associates (Consultant) (Study)	All Required			75,000.00
JHK & Associates (Design)	All Required			522,000.00
JHK & Associates (Modifying Agreement #2)	All Required			303,700.00
			Total	$ 963,000.00

Type Code Y033
Computerized Traffic Control System

Work by JHK & Associates (OFW #1)	All Required			$ 490,100.00
Monitoring by City of Portland (OFW #2)	All Required			30,606.00
Monitoring by State Forces (OFW #3)	All Required			9,293.00
			Total	$ 529,999.00

Type Code Y033
Traffic Signals (Phase 1)

Mobilization and Demobilization	Lump Sum	All	Lump Sum	$ 49,881.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	15,000.00
Temporary Signs	Sq. Ft.	635	4.00	2,540.00
Temporary Barricades	Each	4	75.00	300.00
Flaggers	Hour	1,500	18.50	27,750.00

TRAFFIC SIGNALS

Furnish and Install 1-inch Conduit	Lin. Ft.	105	39.00	4,095.00
Furnish and Install 2-inch Conduit	Lin. Ft.	50	41.50	2,075.00

Furnish and Install 2-1/2-inch Conduit	Lin. Ft.	455	49.40	22,477.00
Furnish and Install 4-inch Conduit	Lin. Ft.	185	52.00	9,620.00
Furnish and Install Type A Junction Box	Each	2	350.00	700.00
Furnish and Install Type B Junction Box	Each	1	385.00	385.00
Furnish and Install 12 Pair 22-Gauge Interconnect Cable in Conduit or Utility Ductwork	Lin. Ft.	100,525	1.36	136,714.00
Furnish and Install 50 Pair 22-Gauge Interconnect Cable in Conduit or Utility Ductwork	Lin. Ft.	11,030	3.50	38,605.00
Remove Existing Cable	Lump Sum	All	Lump Sum	30,000.00
Furnish Type 170/337 Controller Assembly	Each	173	5,325.00	921,225.00
Furnish Type 170/332 Controller Assembly	Each	4	7,365.00	29,460.00
Remove/Salvage Controller in Cabinet on Steel Pole and Install Type 170/337 Controller Assembly	Each	172	240.00	41,280.00
Remove/Salvage Controller in Cabinet on Wood Pole and Install Type 170/337 Controller Assembly	Each	1	265.00	265.00
Remove/Salvage Controller in Base Mounted Cabinet and Install Type 170/332 Controller Assembly	Each	4	340.00	1,360.00
Relocate Existing Novax 2300F Controller and Cabinet	Each	11	160.00	1,760.00
Furnish and Install Type A Terminal Cabinet	Each	3	3,450.00	10,350.00
Furnish and Install Type B Terminal Cabinet	Each	1	4,600.00	4,600.00
Install Auxiliary Terminal Cabinet	Each	2	750.00	1,500.00
Furnish and Install 10 Conductor, 14-Gauge Cable	Lin. Ft.	3,310	1.50	4,965.00
Furnish Type 400 Modem	Each	20	195.00	3,900.00
Furnish Communications Terminal Panel	Each	20	190.00	3,800.00
Install Conduit on Steel Pole	EAch	19	120.00	2,280.00
Remove/Install Backplate	Each	20	75.00	1,500.00
Furnish Special Memory Module	Each	20	155.00	3,100.00
				$ 1,371,487.00

Anticipated Items

Signal Controller Testing	All Required			$ 155,000.00

EEO/Labor Compliance Monitoring (0.5%)	All Required		6,857.44
Controller & Communications Network Testing & Turn-On	All Required		75,000.00
			$ 236,857.44
		Subtotal	$ 1,608,344.44
		Engineering Consultant	126,000.00
		Engineering (State & City)	75,043.56
		Total	$ 1,809,388.00

Salvaged Credit

Salvaged Controllers	All Required (-)	$ 33,500.00
		$ 1,775,888.00

Type Code Y033
Traffic Signals (Phase II)(102 Locations East Side)

Work by City of Portland	All Required		$ 330,900.00
Work by Rogers Cable System (SFO #2)	All Required		51,000.00
Work by JHK & Associates (Modifying Agree. #3)	All Required		155,935.00
		Total	$ 537,835.00

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO-RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
P.E.	W36	88.15	$ 81,926.00	$ 72,218.00	$ 4,854.00	$ 4,854.00
P.E.	580	100.0	55,374.00	55,374.00	---	---
P.E. (Consultant)	178	100.0	272,000.00	272,000.00	---	---
P.E. (Consultant)	177	100.0	303,700.00	303,700.00	---	---
P.E. (Consultant)	580	100.0	250,000.00	250,000.00	---	---
Traffic Control System	580	100.0	529,999.00	529,999.00	---	---
Traffic Signals Phase I	178	100.0	628,863.00	628,863.00	---	---
Traffic Signals Phase I	177	100.0	1,147,025.00	1,146,025.00	---	---
Traffic Signals Phase II	177	100.0	537,835.00	537,835.00	---	---
Total			$3,806,722.00	$3,797,014.00	$ 4,854.00	$ 4,854.00

Group 010: 0%; Group 011: 65%; 021: 35%
Contract No. 10,164
Prefix: C726-1921 (PE) C326-1085 (SFO Consultant)
C10164 F03972
CPL:bkb

[illegible]

COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-67+68 PROJECT REPORT NUMBER MODIFICATION NUMBER 5	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-6	State Oregon County Multnomah Project Number M-IXG-000C(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 21, 19 80, is hereby modified as follows:

	Former amount		Revised amount	
Estimated total cost of project	$ 1,114,999		$ 3,194,587	
	72,218	W36	72,218	W36
Federal funds	$ 197,700	178	$ 1,450,725	177
	835,373	580	826,563	178
Other revisions			835,373	580

This modification is made for the following reasons: to include contract for Phase I traffic signals.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Ite #26

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 31, 1985

FEDERAL AID PROJECT NO. M-IXG-000C(19)

PORTLAND CITYWIDE SIGNAL SYSTEM
CITY STREETS
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 137,300.00
Preliminary Engineering (Consultant Agreement)	All Required	447,700.00
Preliminary Engineering (Modifying Agree #2)	All Required	303,700.00
	TOTAL	$ 888,700.00

TYPE CODE Y033
COMPUTERIZED TRAFFIC CONTROL SYSTEM

Work by JHK & Associates (OFW #1)	All Required	$ 490,100.00
Monitoring by City of Portland (OFW #2)	All Required	30,606.00
Monitoring by State Forces (OFW #3)	All Required	9,293.00
	TOTAL	$ 529,999.00

TYPE CODE Y033
TRAFFIC SIGNALS (PHASE 1)

Mobilization and Demobilization	Lump Sum	All	Lump Sum	$ 49,881.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	15,000.00
Temporary Signs	Sq. Ft.	635	4.00	2,540.00
Temporary Barricades	Each	4	75.00	300.00
Flaggers	Hour	1,500	18.50	27,750.00

TRAFFIC SIGNALS

Furnish and Install 1-inch Conduit	Lin. Ft.	105	39.00	4,095.00
Furnish and Install 2-inch Conduit	Lin. Ft.	50	41.50	2,075.00
Furnish and Install 2-1/2-inch Conduit	Lin. Ft.	455	49.40	22,477.00
Furnish and Install 4-inch Conduit	Lin. Ft.	185	52.00	9,620.00
Furnish and Install Type A Junction Box	Each	2	350.00	700.00
Furnish and Install Type B Junction Box	Each	1	385.00	385.00

Furnish and Install 12 Pair 22-Gauge Interconnect Cable in Conduit or Utility Ductwork	Lin. Ft.	100,525	1.36	136,714.00
Furnish and Install 50 Pair 22-Gauge Interconnect Cable in Conduit or Utility Ductwork	Lin. Ft.	11,030	3.50	38,605.00
Remove Existing Cable	Lump Sum	All	Lump Sum	30,000.00
Furnish Type 170/337 Controller Assembly	Each	173	5,325.00	921,225.00
Furnish Type 170/332 Controller Assembly	Each	4	7,365.00	29,460.00
Remove/Salvage Controller in Cabinet on Steel Pole and Install Type 170/337 Controller Assembly	Each	172	240.00	41,280.00
Remove/Salvage Controller in Cabinet on Wood Pole and Install Type 170/337 Controller Assembly	Each	1	265.00	265.00
Remove/Salvage Controller in Base Mounted Cabinet and Install Type 170/332 Controller Assembly	Each	4	340.00	1,360.00
Relocate Existing Novax 2300F Controller and Cabinet	Each	11	160.00	1,760.00
Furnish and Install Type A Terminal Cabinet	Each	3	3,450.00	10,350.00
Furnish and Install Type B Terminal Cabinet	Each	1	4,600.00	4,600.00
Install Auxiliary Terminal Cabinet	Each	2	750.00	1,500.00
Furnish and Install 10 Conductor, 14-Gauge Cable	Lin. Ft.	3,310	1.50	4,965.00
Furnish Type 400 Modem	Each	20	195.00	3,900.00
Furnish Communications Terminal Panel	Each	20	190.00	3,800.00
Install Conduit on Steel Pole	Each	19	120.00	2,280.00
Remove/Install Backplate	Each	20	75.00	1,500.00
Furnish Special Memory Module	Each	20	155.00	3,100.00
				$1,371,487.00

ANTICIPATED ITEMS

Signal Controller Testing	All Required	$ 155,000.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	6,857.44
Controller & Communications Network		

Testing & Turn-On	All Required	75,000.00
		$ 236,857.44
	SUBTOTAL	$1,608,344.44
	Engineering	201,043.56
	TOTAL	$1,809,388.00

SALVAGED CREDIT

Salvaged Controllers	All Required (-)	$ 33,500.00
		$1,775,888.00

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO-RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
P.E.	W36	88.15	$ 81,926	$ 72,218	$ 4,854	$ 4,854
P.E.	580	100.0	55,374	55,374	--	--
P.E. (Consultant)	178	100.0	197,700	197,700	--	--
P.E. (Consultant)	177	100.0	303,700	303,700	--	--
P.E. (Consultant)	580	100.0	250,000	250,000	--	--
Traffic Control System	580	100.0	529,999	529,999	--	--
Traffic Signals Phase I	178	100.0	628,863	628,863	--	--
Traffic Signals Phase I	177	100.0	1,147,025	1,147,025	--	
TOTAL			$ 3,194,587	$3,184,879	$ 4,854	$ 4,854

Group 010: 0%; Group 011: 100%
Contract No. 10,164
Prefix: C726-1921 (P.E.)
Prefix: C326-1085 (SFO Consultant)
C10164

DDB:CPL:pf

N

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-266	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State **Oregon**
PROJECT REPORT NUMBER		County **Multnomah**
MODIFICATION NUMBER **4**	6-28-85	Project Number **M-IXG-000C(19)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **November 21**, 19**80**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 917,299	$ 1,114,999
Federal funds	72,218 (W36) $ 835,373 (580)	72,218 (W36) $ 835,373 (580) 197,700 (178)
Other revisions		

This modification is made for the following reasons: **to include** additional approved preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

XXX **For: H.S. Coulter, P.E.**

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 21, 1985

Federal-Aid Project No. M-IXG-000C(19)

Portland Citywide Signal System
City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 137,300.00
Preliminary Engineering (Consultant Agreement)			447,700.00
		Total	585,000.00

Type Code Y033
Computerized Traffic Control System

Work by JHK & Associates (OFW #1)	All Required		$ 490,100.00
Monitoring by City of Portland (OFW #2)	All Required		30,606.00
Monitoring by State Forces (OFW #3)	All Required		9,293.00
		Total	$ 529,999.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
P.E.	W36	88.15	$ 81,926	$ 72,218	$ 4,854	$ 4,854
P.E.	580	100.0	55,374	55,374	---	---
P.E. (Consultant)	178	100.0	197,700	197,700	---	---
P.E. (Consultant)	580	100.0	250,000	250,000	---	---
Traffic Control System	580	100.0	529,999	529,999	---	---
Subtotal			$ 1,114,999	$ 1,105,291	$ 4,854	$ 4,854
Retain in Program						
Traffic Signals			1,565,001	1,565,001	---	---
Total			$ 2,680,000	$ 2,670,292	$ 4,854	$ 4,854

Group 1 100%
Prefix: 726-1921
326-1085
CPL:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-1	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 3		Project Number M-IXG-000C(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 21, 1980,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 387,300	$ 917,299
Federal funds	$ 377,592	$ 72,218 (W36) 835,373 (580)
Other revisions		

This modification is made for the following reasons:

To include approved expenditure for computerized traffic control system.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of February, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 14, 1985

Federal-Aid Project No. M-IXG-000C(19)

Portland Citywide Signal System
City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 137,300.00
Preliminary Engineering (Consultant Agreement)	All Required		250,000.00
		Total	$ 387,300.00

Type Code Y033
Computerized Traffic Control System

Work by JHK & Associates (OFW #1)	All Required		$ 490,100.00
Monitoring by City of Portland (OFW #2)	All Required		30,606.00
Monitoring by State Forces (OFW #3)	All Required		9,293.00
		Total	$ 529,999.00

Length of Project ------------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	W36	88.15	$ 81,926.00	$ 72,218.00 ✓	$ 4,854.00	$ 4,854.00
Preliminary Engineering	580	100.0	55,374.00	55,374.00 ✓	--	--
Preliminary Engineering (Consultant Agreement)	580	100.0	250,000.00	250,000.00 ✓	--	--
Traffic Control System	580	100.0	529,999.00	529,999.00		
TOTAL			$917,299.00	$907,591.00	$ 4,854.00	$ 4,854.00

Group 1: 100%
Prefix: 726-1921
326-1085

WH:me

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-142

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Multnomah

Project Number M-IXG-000C(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 21, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 375,000	$ 387,300
Federal funds	72,218 (W36) $ 293,074 (~~010~~) 580	72,218 (W36) $ 305,374 (~~010~~) 580
Other revisions		

This modification is made for the following reasons: to include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of November, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Project Unit Engineer
(Title)

XXX For: H.S Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]

Oregon State Highway Division
Salem, Oregon November 9, 1983

Federal-Aid Project No. M-IXG-000C(19)

Portland Citywide Signal System
City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 137,300.00
Preliminary Engineering (Consultant Agreement)	All Required	250,000.00
		$ 387,300.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	W36	88.15	$ 81,926.00	$ 72,218.00	$ 4,845.00	$ 4,854.00
Preliminary Engineering	580	100.0	55,374.00	55,374.00	----	----
Preliminary Engineering (Consul. Agreement)	580	100.0	250,000.00	250,000.00	----	----
Total			$ 387,300.00	$377,592.00	$ 4,854.00	$ 4,854.00

Group 1 100%
Prefix: 726-1921

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-203 + 204	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1		Project Number M-IXG-000C(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 21, 1980,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 375,000	$ 375,000
Federal funds	$ 330,560 W36	72,218 W36 $ 293,074 580
Other revisions		

This modification is made for the following reasons: to reflect approval of joint financing and reduction in Appn W36 funds and amount of Appn 580 funds for costs after January 16, 1983.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of July, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 14, 1983

Federal-Aid Project No. M-IXG-000C(19)

Portland Citywide Signal System
City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 375,000.00
		Total	$ 375,000.00

Length of Project 0.0 mile

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Total Cost	Federal Funds	State Funds	City Funds
P.E.	88.15	W36	$ 81,926.00	$ 72,218.00	$ 4,854.00	$ 4,854.00
P.E.	100.0	580	293,074.00	293,074.00	----	----
Total			$ 375,000.00	$ 365,292.00	$ 4,854.00	$ 4,854.00

Group 1 100%
Prefix: 726-1921

OMB No. 04-R2089 L.

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
12-24

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

11/21/80

tate
regon

County
Multnomah

Project No.
M-000C(19)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Streets, (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-28-80	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT
$ 375,000.00

FEDERAL FUNDS
$ 330,560.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Hwy. Engineer
(Title)
XXX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator 11 21 80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

Oregon State Highway Division
Salem, Oregon November 18, 1980

Federal Aid Project
No. M-000C(19)

Portland City Wide Signal System
City Streets in
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$375,000.00
	TOTAL	$375,000.00

Length of Project -------------- 0.0 mi.

Federal Funds -------------------$330,560.00
State Funds --------------------- 22,220.00
City Funds ---------------------- 22,220.00
TOTAL $375,000.00

Group 1-100%
Prefix

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: Ted Spence
Region 1

DATE: February 4, 1988

Original Signed By
Joe Speight

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. M-IXG-000C(19)
Portland Citywide Signal System Section
Multnomah County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$3,797,014.00	$3,813,296.00	$6,574.00

Please arrange for updating of MSD's records to show this change.

DDB:me
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1387

10,164

January 12, 1988

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

CON 5 - 10,164

Contract No. 10,164 awarded to Tice Electric Company for work on the Portland Signal System Project Phase I in Multnomah County was completed on August 25, 1987, and accepted by the State Highway Division on December 8, 1987.

Final payment in the amount of $1,854.00 will be released to the contractor after January 19, 1988. The total contract amount is $1,504,337.94 including $11,084.16 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Tice Electric Company
2139 SE Belmont Street
Portland, OR 97215

Fred S. James & Co. of Oregon
Attn: Jack C. Burnett
111 SW Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Rick Kuehn

10,164

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10164

TO: Commission Services

DATE: December 8, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10164, On Site Work Substantially Completed July 31, 1987

All Work Completed August 25, 1987

Project Portland Signal System, Phase I

Highway Portland City Street

County Multnomah

Type of Work Controller and Interconnect Cable Installation

Contractor Tice Electric Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent 1-12-88

RECEIVED
JAN -8 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1st letter
lost in mail

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: September 24, 1987

In Reply Refer to File No.:
CON 5
10164

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-IXG-000C(19)

Contract 10164, Work Completed July 31, 1987
Project Portland Signal System Project, Phase I
Highway Portland City Streets
County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 24, 1987
LMH

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 25 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
SEP 24 1987
OREGON DIVISION

NOTED
SHE'S OFFICE

734-2023 (2-85)

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
SEP 14 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

by 9/16

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

IN COMPANY WITH
Jack Mason, Frank Muir and Bill Klous; City oif Protland and Mike Smith, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8/24/87	Larry Heil, Assistant Area Engineer and Mike Cribb, Highway Engineer Trainee	M-IXG-000C(19)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	92 %	100 %

PORTLAND SIGNAL SYSTEM (PHASE I)
Various City Streets

NOTED
W. E. SCHWARTZ

This project provides for:

1) Installation of a traffic signal computer center in the Portland Building with a peripheral in the Stanton Maintenance Yard. This system will ultimately be capable of monitoring and remotely adjusting the signal timing of the 800+ intersections in Portland. JHK & Associates is responsible for project design, elements of construction engineering, software development, system integration, traffic engineering services, staff training and system documentation.

2) The Phase I contract provided for installation of a traffic signal cable network and controllers at 197 intersections in the Portland CBD. An additional 18 intersections are being remotely tied into the system via the newly installed controllers.

3) Phase II, which is still being developed, will connect an additional 102 intersections on Portland's east side to the computer center via cable TV or radio communications link. This basic building block will then be used in future signal projects as funds become available until the entire Portland signal system is ultimately centrally controlled.

The Phase I contract was awarded to Tice Electric Company on 12/27/85. Work started 4/22/86 and was completed 7/31/87. The final Phase I project cost underrran the original authorization of $1,809,388 by 4%.

State Force Order No. 4 provided a $33,500 credit for 29 salvaged controllers which were replaced less than 5 years after they were installed with 100% Federal Funds. Cliff Christianson, FHWA and Bill Klous, City of Portland, negotiated the salvage values.

All physical construction and materials incorporated into the Phase I contract have been thoroughly tested and are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

(Continued)

COMMENTS ON PHASE II DEVELOPMENT AND COMPUTER INSTALLATION:

JHK has not begun field tests to determine whether Phase II and subsequent intersection installations should be linked to the central computer via cable TV or radio yet. The Cable T.V. company has indicated that they are having financial problems and the City Signal Systems Engineer indicated that the cable communmications link may need to be reconsiderd on the basis of its long term dependability/availability.

The specificied 3½ year contract time with the consultant; JHK, has expired and the supplemental agreement process has been initiated to provide for a time extension. Computer software problems are being encountered in interfacing the software being developed by the consultant with that of the City's. The City has rearranged work schedules to allow Frank Muir to work full time on the signal system project to solve such problems. It is hoped that the computer hardware and software will have been installed, tested and be fully operational by March 1988.

- LMH -

M-IXG-000C(19)
August 31, 1987

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10033

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 10 '87
REF TO
Potter
FOR
Info [illegible] [illegible] [illegible] [illegible] Act File

7. DATE AUTHORIZATION EFFECTIVE July 9, 1987

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Portland Signal System Project Phase 1

11. GENERAL DESCRIPTION OF WORK

Credit for salvaged controllers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/9/87 as requested in Mr. Fredrickson's letter of 7/23/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $(33,500) Federal Funds $(33,500)

14. DATE 8-6-87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10164

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

PROJECT NAME (SECTION) Portland Signal System Project Phase I		WEEK ENDING 8-1-87
		CONTRACT NO C-10164
HIGHWAY Various City Streets	COUNTY Multnomah	F A PROJECT NO M-IXG-000C(19)
CONTRACTOR Tice Electric Co.	KIND OF WORK Controller & Cable Installation	DATE OF AWARD 12-27-85

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 1,647,219.94	AUTHORIZATION	$ 128,667.56	FIRST NOTIFICATION DATE 4-22-87
		COST THIS WEEK	$ 1,000.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 1,655,000.00	TOTAL TO DATE	$ 95,000.00	
ESTIMATED PERCENT OVERRUN/UNDERRUN	0.5 %	PERCENT OF AUTHORIZATION	73.8%	SECOND NOTIFICATION DATE AND 7-31-87

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Calendar Day	N/A	600	565	94.2%	Yes

ESTIMATED SEMIFINAL SUBMITTAL DATE: 8-21-87

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: WORKERS: 1

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES	N/A	N/A	N/A	100	N/A	N/A
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE				100%		

ACTIVITIES THIS WEEK:

Finished remaining painting for EWO 5.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

2nd notification was given 7-31-87.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Jack D. Mayo

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
NOV 20 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Mike Smith; OSHD, Jack Mason and William C. Kloos; City of Portland

DATE OF INSPECTION 11/6/86	INSPECTION MADE BY Larry Heil, Assistant Area Engineer	PROJECT NO. M-IXG-000C(19)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 49 %	WORK COMPLETED 48 %

PORTLAND SIGNAL SYSTEM (PHASE I)
Various City Streets

NOTED
W. E. SCHWARTZ

This project provides for the installation of a communication cable network and traffic signal controller equipment to 197 intersections in the Portland CBD.

Scope of Inspection:

The purpose of the inspection was to become familiar with the background of the project and to observe controller installation for adequate traffic control.

Work Complete and in Progress:

Approximately 100 of the 197 intersections have been completed. Work in progress during this inspection included installation of a controller at 13th and Clay and the installation of cable along Columbia between 13th and 14th.

Comments:

Controller installation involves turning off the signal at an intersection for two to four hours while a new controller is installed. Two flaggers are used in the interim to direct traffic. Signing and flagging operations were observed at 13th and Clay and found to be adequate.

The Bureau of Traffic Management has already taken advantage of the new controllers along West Burnside and the ability to manipulate the signal timing plans centrally. The time to travel during PM peak traffic from 10th to 23rd was reduced from 6 minutes and 20 seconds to 3 minutes and 57 seconds, while the average number of stops was reduced from 5 per trip to 3 per trip. It is hoped that such increases in operational efficiency will be made system-wide upon completeion of this three phase Signal System project.

No significant problems have been encountered in the administration of this contract and none are anticipated.

- LMH -

Form FHWA-1446A
(Rev. 2-84)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10033

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT -1 '86
REFER TO
Potter!
FOR

Info	Invs	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE May 14, 1986

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK

PS&E Authorization Phase II

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 9/19/86 and based on data submitted, you are authorized to proceed with the use of City of Portland forces under State Force Order No. 1 at a total estimated cost of $330,900; Federal Funds $330,900. The materials to be installed by the City of Portland are to be obtained through competitive city procurement procedures.

Also as requested, we approve State Force Order No. 2. The work is to be done by Rogers Cable System at a total estimated cost of $51,000; Federal Funds $51,000. Payment for work authorized in State Force Order #2 should be established through a negotiated contract.

We approve modifying agreement No. 3 and the estimated preliminary engineering costs for JHK & Associates at a TEC $230,235; F.F. $230,235.

14. DATE 9/29/86

15. SIGNATURE OF APPROVING OFFICIAL D. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization Phase II
Project No. M-IXG-000C(19)
Portland Signal System Project
City of Portland Streets
Multnomah County

I request your approval and authorization to proceed with the Phase II Signal system work under the subject project, as represented by the enclosed copies of Order for Force Work Nos. 1 and 2, and modifying agreement No. 3 with JHK & Associates.

I further request the following:

1) Concurrence that it is in the public interest for the City of Portland to purchase and install the Cable TV Modems and Controller Prom Modules and perform related connections for the 102 locations on the east side of Portland. Justification for this request is contained in the enclosed copy of an August 22, 1986 design report from the City of Portland.

2) The return of one copy of each Order for Force Work approved for our files.

Further data consists of a list of the intersections involved, a map showing the locations, and a copy of the agreements between Roger Cablesystems and the City of Portland as well as a copy of the specifications for the Cable TV Modems.

Revisions in financing for this Phase II signal work is as indicated on the enclosed revised project agreement estimate and modification of project agreement (PR 2A).

This project is included in our list of projects to be obligated prior to September 30, 1986 in order to utilize our obligational limits.

CPL:bkb
Enc.
cc: R. Kuehn, Reg. 1
Tom Schwab
G. Zehner
General Files ✓

10
gr

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10033

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE 11/13/85

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK
Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your revised "PS&E" estimate dated 12/12/85

13. REMARKS

After concurrence in award, you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11/13/85 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,527,698; Federal Funds $3,517,490.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
DEC 23 '85
REFER TO Potter
FOR

Orig. w/ att. to 12/2

14. DATE 12/19/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-6-000C(19)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10033

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 1, 1985

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION: Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 10/22/85, I approve the Consultant Agreement Modification with J.H.K. and Associates in the amount of $303,700 which includes a net fee of $27,440.

An approved copy of the Agreement is returned herewith.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
NOV 18 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
11/18

14. DATE 11/15/85

15. SIGNATURE OF APPROVING OFFICIAL A.C. Christianson

16. TITLE FOR DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: October 22, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Modifying Agreement No. 2
Project No. M-IXG-000C(19)
Portland Signal System Project
Citywide
Multnomah County

Attached for your approval are two copies of a fully executed agreement between the City of Portland and J.H.K. and Associates on the subject project. The estimated total cost for the work by the consultants for preliminary engineering is $751,400 which will require the following revisions in the financing on this project.

	APPN CODE	TEC	FF	PRO-RATA
Present PA	W36	$ 81,926	$ 72,218	88.15%
Present PA	580	55,374	55,374	100%
Present PA	580	553,700	553,700	100%
(Consultant)	178	197,700	197,700	100%
TOTAL		$888,700	$878,992	

I request the following:

1) Authorization to proceed with work by the consultant with an additional obligation of $303,700 in total cost and federal funds.

2) The return of one copy of the consultant agreement (Modifying Agreement No. 2) approved for our files.

DRH:me
Encl.
cc: E. L. Hardt (Metro)
Wayne Schulte (Metro)
Gary Zehner
General Files

Form 734-3122

jc

J-2 7-6-1

Pd.

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 9-26-85

4. PROGRAM NO.

5. ITEM NO. 10033

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 25, 1985

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK

Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ~~ADVERTISE FOR RECEIPT OF BIDS~~

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 9-17-85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $1,452,468.97. Federal Funds.

177 - $ 823,606.00
178 - $ 628,862.97
$1,452,468.97

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/26/85

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

PROJECT NO.	SECTION	TEC ($)	FF ($)
BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Portland Signal System Project
HIGHWAY Portland Federal Aid System NO.
COUNTY Multnomah
NO. 26
REGION Metro

SURVEY AUTHORITY

AUTHORIZATION NO. 2
PROJECT EA C726-1921
DATE 7-15-85

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICES	1000		1,000	914 UTILITY LIAISON	7783		
					1096		100
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A		28,500	916 PHOTOGRAMMETRY SERVICES	7142		
	N/A		522,700	917 INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			920 PROJECT PROGRAMMING	06(00)		200
903 FINAL DESIGN-BRIDGE AND FOUNDATION	74(- -)			921 SPECIFICATIONS AND ESTIMATES	7200		8,000
	7420			923 ENVIRONMENTAL STUDIES	75(00)		300
					75(- -)		
904 PRELIMINARY DESIGN	7110						
				925 AIR MONITORING	7510		
905 FINAL DESIGN	73(00)		1,500	927 FREE BRIDGE DESIGN	74(- -)		
906 REDESIGN	73(- -)				74(- -)		
907 T.P.D.T. DESIGN	73(31)		500	929 FREE BRIDGE SPECIFICATIONS	7200		
908 FIELD TESTING				933 BASE DESIGN	7141		
909 RIGHT-OF-WAY DESCRIPTION	7111			934 GEOTECHNICAL INVESTIGATION	7120		
910 RIGHT-OF-WAY MAPS	7111			937 HYDRAULIC STUDIES	7143		
911 SIGN AND SIGNAL DESIGN	76(00)		20,000	949 SYSTEM STUDIES	N/A		
	76(- -)			960 PROCESS PROJECT PROSPECTUS	7144		
	1052		2,000	961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(- -)			962 RECONNAISSANCE SURVEYS	71(- -)		
913 RIGHT-OF-WAY LIAISON				963 REVIEW FIELD SURVEYS	7113		

RECEIVED
AUG 7 1985
J Edwards
ROAD DESIGN SECTION

1 RDE
C4 FDE
// LE
// SE
4 FPC
2 PDE
LPE
QTE

BPC
FDS
CAU
Copy All
Return To
B/U / /

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID#

SECTION
Portland Citywide Signal System

REGION
Metro

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000		200				
[illegible]							
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

	TOTALS ▨ $	$ 585,000
RIGHT-OF-WAY GA · PE FUNDING Federal	PREVIOUS AUTHORIZATION	$ 375,000
FEDERAL AID PROJECT NUMBER M-IXG-000C(19)	ADD. AUTH. REQUIRED	$ 210,000

LOCATION ENGINEER'S REMARKS

This request increases the authorization for the consultant to cover agreements already approved for this project.

PREPARED BY Paul D. Singer	DATE 7-15-85	APPROVED, ASST. HIGHWAY ENGINEER X	DATE 7/23/85
RECOMMENDED, REGION ENGINEER X FHWA Approval by Program Section	DATE 6-21-85	DEP. OR STATE HIGHWAY ENGINEER APPROVAL DATE	
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-26-85	

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO

5. ITEM NO 10033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 26, 1985

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION.

Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK

Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

My PR 1240 with authorization date of 6-26-85 for Program Change in revised Preliminary Engineering is corrected to read:

"to a TEC of $585,000 - F.F. $575,292".

RECEIVED
STATE HWY ENGR
JUL 1 '85
REFER TO Patten
FOR

info	Inves	R/D	J/R	Sign	Act	File

Orig to Traut 7-1-85 Rw.

14. DATE 6/28/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

JC

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	M-IXG-000C(19)	
2. STATE PROJECT NO.	See Below	
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division	
4. PROGRAM NO.		
5. ITEM NO.	10033	
2A. COUNTY NAME	Multnomah	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
June 26, 1985	Various	City Streets

10. GENERAL LOCATION:

Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 6-21-85 the Program Change adding Appropriation Code 178 is approved.

Also as requested, the revised Preliminary Engineering costs to a TEC of $1,114,999 - F. F. $1,105,291 is approved.

(Increase TEC $197,700 - Federal Funds Appn Code 178).

RECEIVED
STATE HWY ENGR
JUN 28 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
6/28

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/26/85	G. K. Hassner	For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 21, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. M-IXG-000C(19)
Portland Citywide Signal System Project
City Streets
Multnomah County

I request approval of a program change on the subject project to utilize Appn Code 178 funds for the balance of preliminary engineering costs as programmed.

I further request authorization for the balance of preliminary engineering at an additional obligation of $197,700 in total cost and federal funds (Appn Code 178).

Enclosed are copies of a revised project agreement estimate and modification of project agreement (PR-2A) which reflects the revisions in financing.

CPL:bkb
Enc.
cc: E.L. Hardt
W. Schulte
G. Zehner
General Files

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

February 7, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project M-IXG-000C(19)
Portland Signal System
Supplemental Agreement - J.H.K.
Multnomah County

We have reviewed the supplemental agreement to this contract submitted with your January 29, 1985, letter. This will confirm our previous eligibility date of May 22, 1984, and modify the terms of our July 17, 1984, letter of authorization to facilitate purchase under this supplemental agreement.

A copy of the agreement is hereby returned with FHWA approval.

no att.

Sincerely yours,

G.K. Hossner
Dale E. Wilken
for Division Administrator

cc:
OSHD (G Potter)w/att
OSHD (C Laux)

orig 2-19
Potter
w/att
act.

RECEIVED
STATE HWY ENGR
FEB 11 '85
REFER TO
[illegible]
FOR

Info	Initial	R/U	D/R	Sign	Act	File
					✓	

[illegible] 7-6-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Supplemental Consultant Agreement
Project No. M-IXG-000C(19)
Portland Signal System Project
Citywide
Multnomah County

Enclosed for your approval are two copies of a fully executed supplemental agreement between the City of Portland and J.H.K. and Associated on the subject project. This supplemental agreement is for the first phase of construction and is in accordance with your memo of May 23, 1984. Authorization was previously given on July 17, 1984 for a negotiated contract for the purchase of the central traffic signal control computer. However, the consultant will now purchase the required equipment directly from various sources.

I further request confirmation of previous eligibility date of May 22, 1984 for work by the consultant relative to purchase of equipment.

CL:me
Encl.
cc: Ed Marges
Wayne Shulte
General Files

Form 734-3122

Tra 7-6-1,
Ptld.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: Ed Hardt
Metro Region Engineer

Attn: Tom Schwab

DATE: October 15, 1984

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. M-IXG-000C(19)
Portland Signal System Project
City of Portland
Multnomah County

Please be sure the City of Portland is aware that the Federal Highway Administraton on May 22 concurred in their request, submitted through the Oregon State Highway Division, that it is in the public interest to proceed with that portion of construction pertaining to equipment that must be integrated with the system before actual installation and they are authorized to negotiate a supplemental agreement with the consultant, JHK & Associates, for the purchase of the central traffic signal control computer and related equipment for the approved design under a sole source as determined by the consultant.

Upon receipt of the negotiated contract and the Federal Highway Administration concurrence in the executed documents they may proceed with the project with 100% Interstate Transfer funds.

JLG:pf

cc: W. Schulte, Metro Region
Gary Zehner
General Files

Contains Recycled Materials

[illegible]

July 26, 1984

City of Portland
1220 SW 5th Avenue
Portland, OR 97204

AGR 4

Attention: Jewel Lansing
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7411

Gentlemen or Ladies:

Attached for your files are two fully executed copies of an agreement for construction of a new computerized system that will control and monitor 500 traffic signals throughout the City.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO. See below Tra 7-6-1

2A. COUNTY NAME Multnomah 1416.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-17-84

4. PROGRAM NO.

5. ITEM NO 10033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-17-84

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK

Central traffic signal control computer and related equipment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☒ CONSTRUCTION XXXXXXXXXXXXXXXXXXXXXX
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7-3-84 you are authorized to proceed with a negotiated contract for the purchase of the central traffic signal control computer and related equipment under a sole source purchase at a TEC of $490,100 (appn Code 580). This authorization is subject to receipt of and concurrence in executed documents.

RECEIVED
STATE HWY ENGR
JUL 19 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | | File

Orig. to
7/20

14. DATE 7/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible] 7-6-1
Ptld.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 3, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

[illegible]
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: PS&E Authorization
Item No. 10033
Project No. M-IXG-000C(19)
Portland Signal System Project
City of Portland Streets
Multnomah County

In reference to your letter of May 23 (HFO.6-OR) in which you concurred, as being in the public interest, the sole source purchase of the central traffic signal control computer and related equipment by negotiated contract. I now request your approval and PS&E authorization to proceed at an estimated cost of $490,100 under Appn Code 580.

It is proposed to claim reimbursement for the equipment upon purchase and delivery, and also include costs for assembling and testing even though the equipment will be in the Consultant's facilities in Atlanta. I recognize that this is an exceptional procedure, and that extreme measures must be taken to assure that all caution will be exercised in monitoring this first phase of the construction portion of the project. The purchasing of the equipment by JHK & Assoc. and testing, which will be done at their Atlanta facilities, will take several months to accomplish. The City of Portland is responsible for monitoiring the work and will approve and/or deny billings appropriate with FHWA requirements.

Before reimbursement is claimed, the State will secure from the contractor a written permit from the owner of the property giving the City of Portland, State and FHWA the right to enter upon said premises and remove the completed components therefrom for which advance payment has been made on acquired components.

Approval of this request will reduce the financial burden placed on the City and State in funding this phase of the work until the equipment is installed.

JLG:bkb
bc: T. Schwab
W. Schulte - Please be sure that the City provides complete documentation for all billings.
G. Zehner
General Files

[illegible] [illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ed Hardt
Metro Region Engineer

DATE: May 31, 1984

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Supplemental Agreement (JHK & Assoc.)
Project No. M-IXG-000C(19)
Portland Signal System Project
City of Portland
Multnomah County

In reference to the attached letter and PR-1240 Form from FHWA it is necessary to provide a supplemental agreement for the purchase of the equipment by JHK & Associates. Please provide this document as soon as possible, before the consultant purchases any equipment.

Also, renegotiate the net fee of $47,249 or justify, as you note FHWA considers it to be high. Considering that the bulk of costs is for equipment the net fee agreed upon should be realistic to the personal services provided, say 15 percent or $4,600.

Please provide, as FHWA requests, a status report showing those portions of the original agreement previously authorized, which portions are now being requested and what elements (and costs) are considered increased scope under this supplemental agreement.

JLG:pf
Attachments

cc: T. Schwab, Metro Region
W. Schulte, Metro Region
G. Zehner
General Files

81-125-1387

RECEIVED
ASST STATE HWY ENGR
MAY 25 '84
Potter

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 23, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 24 '84
REFER TO
Bothman
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Hunter

Dear Mr. Coulter:

Oregon M-IXG-000C(19)
Portland Signal System Project
City of Portland
Multnomah County

We have reviewed Mr. Potter's May 21, 1984 request for program change to add the first phase of construction. We are approving the program change as requested and concur, as being in the public interest, in the sole source purchase of equipment by negotiated contract.

Advance authorization to proceed effective May 22, 1984, is given subject to a timely submittal of an adequately supported supplemental agreement (not an independent agreement) with appropriate references to the initial agreement as approved by FHWA on October 27, 1983.

A PR-1240, Letter of Authorization is being forwarded by separate cover incorporating the above.

It appears that the only change in scope of work is the actual purchase of equipment since the remainder of the described work falls within the "system integration" task outlined in the original work plan. We do not believe the stated fee of $47,249 is reasonable for the purchase function. Please provide a status report showing those portions of the original agreement previously authorized, which portions are now being requested and what elements (and costs) are considered increased scope under this supplemental agreement. The requested amount of Construction Engineering does not coincide with the previously mentioned fee.

NOTED
ROBERT N. BOTHMAN

If your request is intended to cover only the equipment purchase function, then we also question your request for an additional $9,293.25 monitoring costs. Please explain.

The estimate of equipment costs contains an itemization of "B. Services by Others." Please advise the City of Portland that maintenance (Items 5 and 6) is not eligible for reimbursement and will be identified as non-participating.

FHWA procedures regarding consultant agreements have not changed. The City of Portland, Bureau of Streets and Structures, and your agency both have personnel who are familiar with our requirements. Processing and approval time could be significantly reduced by a coordinated use of those resources prior to submittal of documents.

Sincerely yours,

G.K. [illegible]

for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (T Schwab)
OSHD (W Schulte)
OSHD (G Zehner)
FHWA (G W Gray)

rll,

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/22/84

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Portland Citywide Signal Agreement

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ xx OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 5/21/84 I approve the program change as follows:

1. Character of Proposed Work: Add "Traffic Signals".
2. Work Type Code: Add "Y033 (Imp. Code 12)".
3. Estimated Project Cost by Phases: Change to read ---

WORK	TEC	FF	State	City	Prefix
PE	$ 81,926	$ 72,218	$4,854	$4,854	M
PE	503,074	503,074	----	----	IXG
Const	2,095,000	2,095,000	----	----	IXG

4. Project Data: Add "install computerized traffic signal system, update traffic control signals and incidentals common to this type of work."

Also, as requested I concur that it is in the public interest to proceed with that portion of Construction pertaining to equipment that must be integrated with the system before actual installation and you are authorized to negotiate a supplemental agreement with the consultant, JHK & Associates, for the purchase of the equipment for the approved design under a sole source as determined by the consultant. An advance approval date to proceed effective this date is granted to provide lead time subject to my letter with

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/22/84

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

Portland Citywide Signal Agreement

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 5/21/84 I approve the program change as follows:

1. Character of Proposed Work: Add "Traffic Signals".
2. Work Type Code: Add "Y033 (Imp. Code 12)".
3. Estimated Project Cost by Phases: Change to read ---

WORK	TEC	FF	State	City	Prefix
PE	$ 81,926	$ 72,218	$4,854	$4,854	M
PE	503,074	503,074	----	----	IXG
Const	2,095,000	2,095,000	----	----	IXG

4. Project Data: Add "install computerized traffic signal system, update traffic control signals and incidentals common to this type of work."

Also, as requested I concur that it is in the public interest to proceed with that portion of Construction pertaining to equipment that must be integrated with the system before actual installation and you are authorized to negotiate a supplemental agreement with the consultant, JHK & Associates, for the purchase of the equipment for the approved design under a sole source as determined by the consultant. An advance approval date to proceed effective this date is granted to provide lead time subject to my letter with anticipated date of 5/23/84 for this project.

The construction engineering necessary for this work is also authorized.

14. DATE: 5/22/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hosner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Sig 7-6-1
Ptld.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1984

In Reply Refer to
File No.
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 10033
Project No. M-IXG-000C(19)
Portland Signal System Project
City of Portland Streets
Multnomah County

I request approval of a program change to increase the scope of work to include construction requiring revisions as follows:

1) Character of Proposed Work: Add "Traffic Signals".

2) Work Type Code: Add "Y033 (Imp. Code 12)".

3) Estimated Project Cost by Phases: Change to read ---

WORK	TEC	FF	STATE	CITY	PREFIX
PE	$ 81,926	$ 72,218	$4,854	$4,854	M
PE	503,074	503,074	---	---	IXG
Const.	2,095,000	2,095,000	---	---	IXG

4) Project Data: Add "Install computerized traffic signal system, update traffic control signals and incidentals common to this type of work."

I further request for the first phase of construction the following:

1) Concurrence that it is in the public's interest for the City of Portland to purchase the new central traffic signal control computer and related equipment by negotiated contract and authorization to proceed at an estimated cost of $490,100.75 under Appn. Code 580.

2) Concurrence that the City may specify a sole-source purchase.

3) Authoization to proceed with the construction engineering work by the Consultant (JHK & Assoc.) at an estimated total cost of $30,606 and State monitoring costs estimated at $9,293.25 under Appn. Code 580.

Justification for the preceding requests are set forth in the enclosed copy of a letter from Tom Schwab, Metro Traffic Analysis Manager, with attached letter from Martin C. Nizlek, City of Portland Traffic Engineer. Also, enclosed is a copy of the agreement for equipment and related services on the PS&E submittal.

Authorization to proceed with future phases will be requested as the project progresses through the various stages of construction.

JLG:pf
Enclosure

cc: Tom Schwab, Metro Region
W. Schulte, Metro Region
Gary Zehner, w/attach.
General Files

10.11

[illegible]
Portland

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO

Date: April 5, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

NAL SIG
A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: City Furnished Material
Project No. M-IXG-000C(19)
Portland Signal System Project
City of Portland Streets
Multnomah County

I request your concurrence 1) that it is in the public's interest for the City of Portland to purchase the new central traffic signal control computer for the construction project that will ultimately result from the subject PE project, and 2) that they may specify a sole-source purchase. It is understood that Federal reimbursement of participating cost will be made after installation of the equipment.

Justification for the preceding requests are set forth in the enclosed copy of a letter from Tom Schwab, Metro Traffic Analysis Manager, with attached letter from Martin C. Nizlek, City of Portland Traffic Engineer.

JLG:bkb
Enclosure

cc: Tom Schwab (Metro)
W. Schulte (Metro)
Gary Zehner w/att.
General Files

Form 734-3122

J.A 7-6-1

1741d.

rll·

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

11-27-83

4. PROGRAM NO.

5. ITEM NO. 10033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/27/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX ☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Swan's letter of 10/20/83 I approve the revised Preliminary Engineering Costs to a TEC of $387,300 Federal Funds $377,592.

(Increase TEC $12,300 Federal Funds $12,300)

RECEIVED
STATE HWY ENGR
NOV 2 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/2

14. DATE 10/27/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassne

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10.11

26-1

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IXG-000C(19) 1241d.

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

10-27-83

4. PROGRAM NO.

5. ITEM NO. 10033

2A. COUNTY NAME Multnomah

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/27/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
Portland Citywide Signal System

11. GENERAL DESCRIPTION OF WORK
Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
X☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Swan's letter of 10/5/83 and 10/20/83 I approve the Consultant Agreement with J. H. K. and Associates in the amount of $648,000 which includes a net fee of $68,540.

Subject to my letter of October 27, 1983 you are authorized to proceed only with those tasks of preliminary engineering estimated to be $250,000 with the net fee pro rated in accordance with the Agreement.

An approved copy of the Agreement is retuned herewith.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
NOV 2 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
11/2

14. DATE 10/27/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

TRA 7-6-1
Portland

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Consultant Engineering Agree,emt
Project M-IX6-000C(19)
Portland Citywide Computerized Signal System

Date: October 27, 1983

From: Division Administrator

Reply to Attn. of: HPD-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

This consultant engineering agreement is approved with the understanding that a provision be included covering ownership of all contract products and retention of records.

Under this agreement the City of Portland is contracting for system manager services which together with some procurement and related construction will result in an areawide computerized signal system for a major portion of the city. The system manager concept is unique to the installation of computerized traffic signal system and involves elements of work which could be described as preliminary engineering, construction engineering, and contract work under the more traditional highway projects. With this uniqueness some administrative interpretations are considered necessary for Federal-aid project purposes as follows:

1. All tasks performed by the system manager except task #3 (Construction Engineer) are considered preliminary enginering for Federal-aid project purposes. The cost breakdown for preliminary engineering and for construction engineer involved in the Mr. Swan's October 20, 1983 request for authorization letter will require future adjustment.

2. Each bid package developed by the system manager will be submitted for review and authorization as construction by the FHWA. This authorization will include a portion of the construction engineer task 3 work.

G. K. Hossner
for Dale E. Wilken

RECEIVED
STATE HWY ENGR
NOV 2 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc Potter
Hardt - Action
George
11/3

ESH

TRA 7 6-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 20, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project No. M-IX-000C(19)
Portland Signal System Project
Citywide
Multnomah County

The following additional information is provided in regards to the Consultant Engineering Agreement previously submitted under letter of October 5, 1983 on the subject project.

1) A copy of an October 13, 1983 memo from Mr. Dick Speer (City of Portland Bureau of Traffic Engineering) with attachments.

2) A copy of J. H. K. & Associates Traffic Signal System Study dated November, 1981 which was the first phase of the City-Wide signal analysis.

The agreement submitted under our letter of October 13 includes both preliminary and construction engineering and since a segregation is not made we have used an amount of $250,000 for preliminary engineering which is 10% of the total estimated cost on Table 9-1. The remaining balance of $398,000 under the agreement is construction engineering which will be included under future construction projects.

The above change will required revision in financing as follows:

	APPN CODE	TOTAL COST	FEDERAL FUNDS	PRO RATA
Present P.A.	W36	$ 81,926.00	$ 72,218.00	88.15%
Present P.A.	580	293,074.00	293,074.00	100.00%
Additional Required	580	12,300.00	12,300.00	
		$387,300.00	$377,592.00	

I further request the following:

1) Authorization to proceed with the preliminary engineering work by the Consultant at an estimated total cost of $250,000

Form 734-3122

with an additional obligation of $12,300 in total cost and Federal funds.

2) The return of one copy of the Consultant Agreement approved for our files.

CL:pf

cc: M. Holmes
J. Rose, Metro Region
R. Brooks, Metro Region
G. Zehner
General Files

1851

CITY OF
PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

Mike Lindberg, Commissioner
D. E. Bergstrom, City Traffic Engineer
1120 S.W. 5th Avenue, Room 902
Portland, Oregon 97204-1969
(503) 796-5185

October 13, 1983

MEMORANDUM

TO: Tom Schwab

FROM: Dick Speer

SUBJECT: Additional Information for JHK/City Signal Project Agreement

Enclosed is a copy of JHK's study of Portland's signal system. This is the result of a $75,000 study effort by JHK as the first phase of the City-Wide Signal Analysis.

The agreement presently being processed is for the design-construction phase of the project.

A project schedule can be found in Exhibit 4-1, also Table 9-1 in the study shows an estimated budget made at the time of the study.

It is difficult to totally separate engineering and construction since this project is for design and installation of a computerized signal system and provide system management for the project.

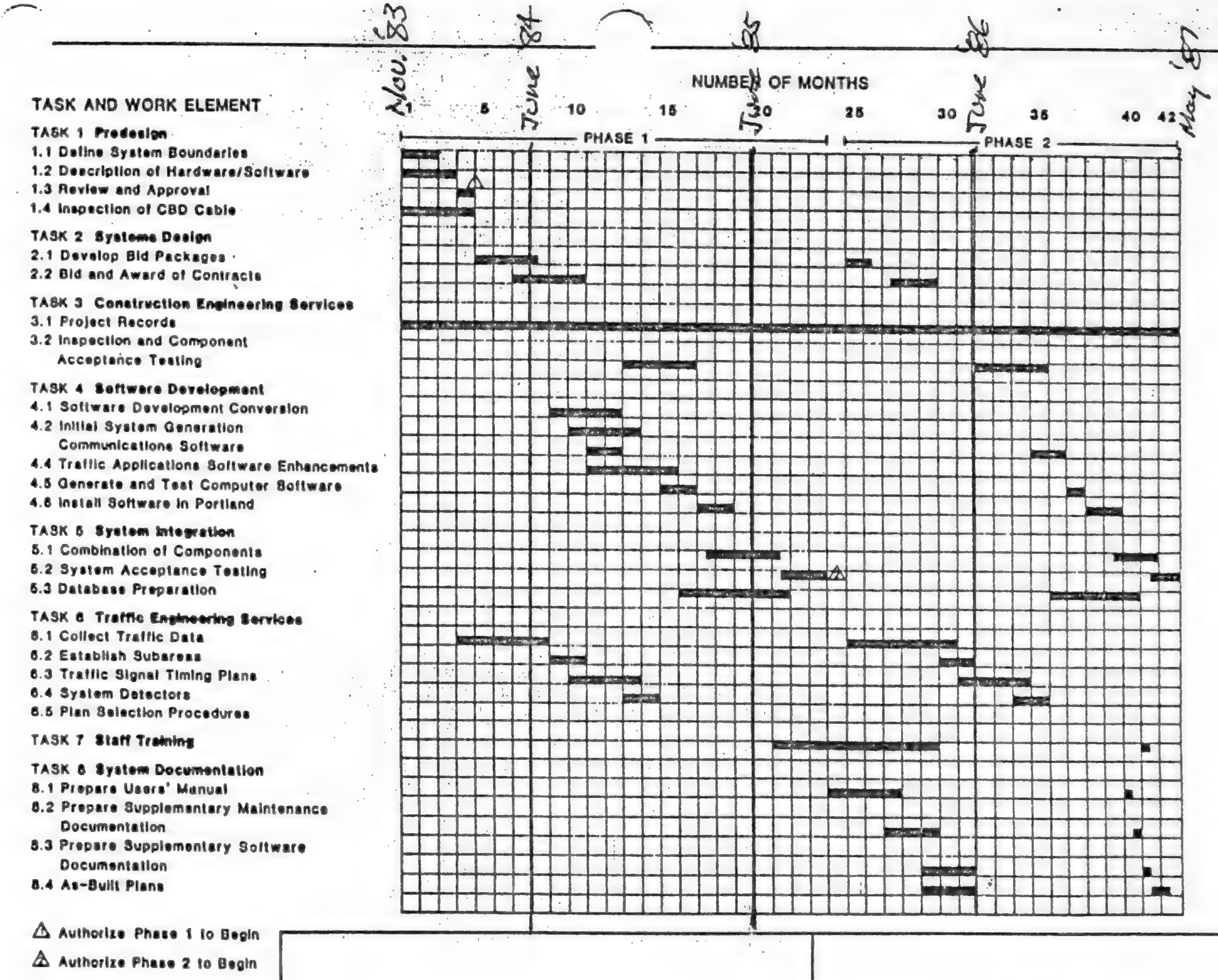
The central computer, communications and local intersection work (Table 9-1) generally can be considered construction.

Please call me at 796-5185 or Barry Marrus of JHK at 415-428-2550 if you have any further questions.

This project has been delayed in the past and we are anxious to get it started.

RCS:jjp

Encl.



TASK AND WORK ELEMENT

TASK 1 Predesign
1.1 Define System Boundaries
1.2 Description of Hardware/Software
1.3 Review and Approval
1.4 Inspection of CBD Cable

TASK 2 Systems Design
2.1 Develop Bid Packages
2.2 Bid and Award of Contracts

TASK 3 Construction Engineering Services
3.1 Project Records
3.2 Inspection and Component Acceptance Testing

TASK 4 Software Development
4.1 Software Development Conversion
4.2 Initial System Generation Communications Software
4.4 Traffic Applications Software Enhancements
4.5 Generate and Test Computer Software
4.6 Install Software in Portland

TASK 5 System Integration
5.1 Combination of Components
5.2 System Acceptance Testing
5.3 Database Preparation

TASK 6 Traffic Engineering Services
6.1 Collect Traffic Data
6.2 Establish Subareas
6.3 Traffic Signal Timing Plans
6.4 System Detectors
6.5 Plan Selection Procedures

TASK 7 Staff Training

TASK 8 System Documentation
8.1 Prepare Users' Manual
8.2 Prepare Supplementary Maintenance Documentation
8.3 Prepare Supplementary Software Documentation
8.4 As-Built Plans

△ Authorize Phase 1 to Begin
△ Authorize Phase 2 to Begin

jhk & associates

Exhibit 4-1

Project Schedule

Table 9-1
Estimated Budget

	Fiscal Year(*)					
	81-82	82-83	83-84	84-85	85-86	Total
PS & E Development	35	70				105
Syst. Management		80	135	135	30	380
Central Computer		140	140			280
Communications		170	320	330		820
Local Intersection		50	290	265		605
Software Devel.		100	120			220
Data Base Devel.			30	60		90
TOTALS	35	610	1035	790	30	2500

*costs in thousands of dollars

Tra 7-6-1
Ptld.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 5, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan
Project Unit Engineer

Subject: Consultant Engineering Agreement
Project No. M-IXG-000C(19)
Portland Signal System Project
Citywide
Multnomah County

Enclosed for your approval are two copies of a fully executed agreement between the City of Portland and J.H.K. and Associates on the subject project. The estimated total cost for work by the Consultant is $648,000 which will require the following revisions in financing on the project.

	Appn Code	Total Cost	Federal Funds	Pro-Rata
Present P.A.	W36	$ 81,926.00	$ 72,218.00	88.15%
Present P.A.	580	293,074.00	293,074.00	100.00%
Addn't Required	580	410,300.00	410,300.00	100.00%
Total		$ 785,300.00	$ 775,592.00	

I further request the following:

1) Authorization to proceed with work by the Consultant with an additional obligation of $410,300 in total cost and Federal funds.

2) The return of one copy of the Consultant Agreement approved for our files.

CL:bkb
cc: M. Holmes
J. Rose
R. Brooks
G. Zehner
General Files

Form 734-3122

[illegible] 7-6-1
Pt 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 10, 1983

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Program Change
Item No. 10033
Project No. M-000C(19)
Portland Signal System Project
Multnomah County

I request approval of a program change to joint fund the subject project with Interstate Transfer Grants monies requiring revisions as follows:

1) Project Number: Change to read "M-IXG-000C(19)".

2) Appn. Code: Add "580".

3) Class of Federal Funds: Change to read "----& Inter-State Transfer Grants".

The reason for this request is the City of Portland wishes to release FAU funds from this project for use on another project. This requires the need to establish a date for expenditure of substitution funds to determine the amount of FAU funds available for release.

Also, they want to take advantage of the change in the 1982 Highway Act allowing 100% Federal funding for signal projects financed with substitution funds.

JLG:pf

cc: Earl Mershon, Metro Region
Jon Rose, Metro Region
Gary Zehner
General Files

Form 734-3122

TRA 7-6

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-000C(19)

STATE PROJECT NO. See below

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10033

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1/30/81

FEDERAL ROUTE NUMBER Various

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Portland City wide signal system

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Consultant Agreement
J H K & Associates

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/15/81 I approve the Consultant Agreement with J H K & Associates for a study outlining a five-year traffic signal improvement plan at a lump sum amount of $75,000.00 which includes a net fee in amount of $6,865. An approved copy of the agreement in returned herewith.

DATE 1/30/81

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-888

TRA 7-3
Portland

December 24, 1980

City of Portland
City Hall
Portland, OR 97204

AGR 4

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7411

Gentlemen:

Attached for your records are two fully executed copies of an agreement for a City-Wide Traffic Signal System Study.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 9, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of Portland is requesting a $375,000 preliminary engineering project to improve their signal network. Phase one will develop a program for improvement of the existing system and Phase two will consist of design and preparation of contract documents. Consultants will perform the bulk of preliminary engineering with review by City and State. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share	City Share
Portland	Signal System Project	$375,000	$330,000	$22,500	$22,500

Metro and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

HS Coulter
State Highway Engineer

Date 10/9/80

GEZ:pf

10-9 to Shirley
for Jay - mailing

Contains Recycled Materials
81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-000C (19)

STATE PROJECT NO. See below

7-6-1

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. 10033

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO [illegible]
FOR
Info	Inves	R/D	D/R	Sign	Act	File

11-4

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-28-80

FEDERAL ROUTE NUMBER Various

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Portland City Wide Signal System

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including railroad and utility Preparatory work
☐ OTHER (Specify) TEC $375,000 - Fed Funds $330,560

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 10-14-80.

DATE 10-28-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-868

1985 North Fork Burnt Rd. (Rice 10,165
Rd.) Bridge Sec. of Rice Rd.
(Structure)

C&A 8434 5-31-85

10,165

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11-17-87

COUNTY: BAKER AGREEMENT NO: 8434 PROJECT NO: BROS-0100(11&14)

CONTRACT NO: 10165 SECTION: North Fork Burnt River (Rice Road) Bridge

Preliminary Engineering (Prefix: C2011996):

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 3,404.23	$41.55
Bridge Design		6.00
Final Design	1,575.80	
Temporary Protection Design	184.46	
Environmental Studies	40.98	
Free Bridge Design	4,535.14	
Free Specifications	1,742.49	
Base Design Engineer	582.16	
Hydraulics	1,861.05	40.52
Program Section	7.06	
Prepare Permits	36.99	
TOTAL P.E. COST	$ 13,970.36	$88.07
Less Free Bridge Design & Specs	(6,277.63	-0-
P.E. COST TO COUNTY	$ 7,692.73	$88.07

Construction (Prefix: C10165):

Payment to Contractor	$ 77,353.10	$
Interest on Final Payment		43.40
Field Engineering	6,375.99	.59
Technical Services	64.02	
Program Section	40.01	
Material Testing	1,938.67	
TOTAL CONSTRUCTION COST	$ 85,771.79	$43.99

SUMMARY:

Participating P.E. Cost	$ 7,692.73
Participating Constr. Cost	85,771.79
TOTAL PARTICIPATING COST	$ 93,464.52

FEDERAL FUNDS:

P.E. (80%)	$ 6,154.18	
Const. (80%)	68,617.43	(74,771.61)
SUBTOTAL		$ 18,692.91
Less State Share of Constr. Cost		(8,577.18)
Plus County Nonparticipating Cost		132.06
Less 1/2 Nonparticipating Field Engineering Cost		(.29)
Less County's Advance Deposits		
P.E. 85-53	$ 5,600.00	
Constr. #85-141	5,800.00	11,400.00
REFUND DUE COUNTY		$ (1,152.50)

MKS:pf

10,165 C10165

ORIGINAL 9-21-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BROS-0100(14)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 11-26-85 To: 5-19-87

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	$85,815.78	$85,771.79	80%	$68,617.43	$68,617.43	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______________ 9/21/87

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______________

Amount Approved $ ______________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (1-78) [illegible] EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE SECTION **COUNTY ROAD** **BAKER ROAD**					
	Construction **Type Code X080** **Structure (Bridge % 16801)(Sta. 2+21.75 to Sta. 2+78.25)**					
	Final Contract Payment Summary	Lump Sum			$ 67,631.60	
	Type Code E000 **Roadway (Sta. 1+30 to Sta. 2+21.75 to Sta. 2+78.25)**					
	Final Contract Payment Summary	Lump Sum			$ 9,721.50	
	Total Participating Project Cost				**$ 77,353.10**	
	Construction Engineering					
	State	All Required			$ 8,418.69	
	Total Participating Project Cost				**$ 85,771.79**	
	Non-Participating Project Cost					
	Interest on Final Payments	All Required			$ 43.40	
	Construction Engineering	All Required			.59	
	Total Non-Participating Project Cost				**$ 43.99**	
	Total Project Cost				**$ 85,815.78**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 9/21/87.					
	AMOUNT CARRIED FORWARD					

```
              JOB COST SUMMARY RUN ON  11-17-87
         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
               PAYROLL CHARGES ARE LOADED
              CHARGES ARE CURRENT TO 11/13/87

                                  CREW      CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL    NUMBER      MONTH          DATE
--        -------- ----------    ------     -------     ----------
C10165              106          8215                        41.50
C10165              130          8215                        34.50
C10165              136          0500                         6.36
C10165              146          8056                        29.05
C10165              146          8213                         5.08
C10165              199          0530                       116.20
C10165              199          8056                        14.75
C10165              300          8056                    77,353.10
C10165              349          8056                        43.40
C10165              504          7450                         5.00
C10165              550          8213                        48.40
C10165              550          8215                        44.40
C10165              555          0521                        11.86
ACTIVITY                                                          77,753.60 SUBTOTAL

C10165    010       001          0813                        40.22
C10165    010       001          0821                        40.69
ACTIVITY    010                                                       80.91 SUBTOTAL

C10165    900       001          5000                       317.38
C10165    900       001          8008                       152.48
C10165    900       001          8056                     4,187.60
C10165    900       030          5000                       108.29
C10165    900       030          8008                        28.59
C10165    900       030          8056                       291.00
C10165    900       150          8056                        29.93
C10165    900       151          8056                          .59
C10165    900       548          8036                        30.40
C10165    900       550          8056                       531.60
C10165    900       574          8056                        16.00
ACTIVITY    900                                                    5,693.86 SUBTOTAL

C10165    901       001          7450                       194.71
C10165    901       267          7000                        50.00
ACTIVITY    901                                                      244.71 SUBTOTAL

C10165    905       001          7320                        64.02
ACTIVITY    905                                                       64.02 SUBTOTAL

C10165    920       001          0612                        18.53
C10165    920       001          0631                        21.48
ACTIVITY    920                                                       40.01 SUBTOTAL

C10165    940       001          8213                       669.66

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

349 / 8056 / 43.40 — in lieu [illegible]

.59 — Non PART + TELEphone since [illegible]

```
                  JOB COST SUMMARY RUN ON  11-17-87
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 11/13/87

                                  CREW       CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER       MONTH         DATE
--        -------- ---------- ------      -------      ----------
C10165    940      001        8215                          99.71
C10165    940      001        8221                          75.90
C10165    940      030        8213
C10165    940      550        8213                          18.40
C10165    940      551        5011                         164.00
C10165    940      551        8056                         533.00
C10165    940      551        8213                          82.00
C10165    940      551        8215                         296.00
ACTIVITY   940                                                          1,938.67 SUBTOTAL

EA         C10165 TOTAL                                                85,815.78


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     3

               JOB COST SUMMARY RUN ON  11-17-87
            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 11/13/87

                                 CREW        CURRENT        BALANCE TO
EA        ACTIVITY OBJ-DETAIL   NUMBER        MONTH            DATE
--        -------- ----------   ------       -------        ----------
C2011996             194         7100                              1.39
C2011996             194         7143                             16.11
C2011996             194         7300                            217.93
C2011996             194         7400                              5.86
C2011996             199         7100
C2011996             199         7143
C2011996             199         7300
C2011996             199         7400
C2011996             504         7143                             16.60
C2011996             550         8036                            313.30
ACTIVITY                                                                       571.19 SUBTOTAL

C2011996 900         001         5000                             72.73
C2011996 900         001         8036                          1,334.19
C2011996 900         008         8036                            136.74
C2011996 900         030         8036                            444.69
C2011996 900         130         8036                            128.88
C2011996 900         146         8036                              4.59
C2011996 900         150         0100                             88.61
C2011996 900         189         8036                             41.55  Now
C2011996 900         470         8036                            548.46
C2011996 900         568         8036                             74.15
ACTIVITY   900                                                               2,874.59 SUBTOTAL

C2011996 903         001         5011                          2,412.21
C2011996 903         001         7420                            123.74
C2011996 903         100         5011                             83.00
C2011996 903         102         5011                             80.00
C2011996 903         106         5011                            152.26      6.00 - 903
C2011996 903         456         5011                            118.90
C2011996 903         550         5011                            768.80
C2011996 903         560         7450                              1.50
ACTIVITY   903                                                               3,740.41 SUBTOTAL  3734.41 To 927

C2011996 905         001         7320                          1,129.11
C2011996 905         001         7361                             12.57
C2011996 905         001         7363                            112.42
C2011996 905         001         7365                            212.13
C2011996 905         030         7363                             45.78
C2011996 905         030         7365
C2011996 905         130         7300                              4.50
C2011996 905         504         7361                             18.19
C2011996 905         504         7363                             36.90
C2011996 905         504         7365                              2.70

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  11-17-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 11/13/87

                                 CREW       CURRENT        BALANCE TO
EA         ACTIVITY OBJ-DETAIL  NUMBER       MONTH            DATE
--         -------- ---------- ------       -------       ----------
C2011996 905        560        7363                             1.50
ACTIVITY   905                                                          1,575.80 SUBTOTAL

C2011996 907        001        7331                           184.46
ACTIVITY   907                                                            184.46 SUBTOTAL

C2011996 921        001        7000                             9.71
C2011996 921        001        7200                         1,179.33
C2011996 921        136        0500                           317.50
C2011996 921        504        7200                           235.95
ACTIVITY   921                                                          1,742.49 SUBTOTAL

C2011996 923        001        7530                            40.98
ACTIVITY   923                                                             40.98 SUBTOTAL

C2011996 927        001        7430                            32.01
C2011996 927        001        7450                           735.42
C2011996 927        504        7430                             7.20
C2011996 927        504        7450                            26.10
ACTIVITY   927                                                            800.73 SUBTOTAL

C2011996 933        001        7141                           582.16
ACTIVITY   933                                                            582.16 SUBTOTAL

C2011996 937        001        7000                            55.27
C2011996 937        001        7143                         1,805.78
C2011996 937        189        7143                            40.52
ACTIVITY   937                                                          1,901.57 SUBTOTAL

C2011996 960        136        0500                             7.06
ACTIVITY   960                                                              7.06 SUBTOTAL

C2011996 964        001        7000                            10.55
C2011996 964        504        7140                            26.44
ACTIVITY   964                                                             36.99 SUBTOTAL
EA         C2011996 TOTAL                                                 14,058.43

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

To 929

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 01/28/87 21:48

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0100-011									
******************************									
F03747									
AGREEMENT TOTALS	14,058.43	11,176.29	13,970.36	80.00	11,176.29	11,176.29	.00		.00
FED PROJ TOTALS	14,058.43	11,176.29	13,970.36		11,176.29	11,176.29	.00		.00
FEDERAL PROJECT: BROS-0100-012									
******************************									
F03874									
C10151 -000	10,446.49	7,560.91	10,446.49						
C10151 -011	72,295.14	57,432.39	70,795.14						
AGREEMENT TOTALS	82,741.63	64,993.30	81,241.63	80.00	70,912.00	64,993.30	.00		.00
FED PROJ TOTALS	82,741.63	64,993.30	81,241.63		70,912.00	64,993.30	.00		.00
FEDERAL PROJECT: BROS-0100-013									
******************************									
F03873									
C10150 -000	11,878.48	9,893.88	11,878.48						
C10150 -010	.38	.00	.00						
C10150 -011	117,202.71	90,797.84	114,702.71						
AGREEMENT TOTALS	129,081.57	100,691.72	126,581.19	80.00	111,538.00	101,264.95	.00		573.23
FED PROJ TOTALS	129,081.57	100,691.72	126,581.19		111,538.00	101,264.95	.00		573.23
FEDERAL PROJECT: BROS-0100-014									
******************************									
F03941									
C10165 -000	8,403.15	5,276.36	9,403.15						
C10165 -001	43.40	.00	.00						
C10165 -010	.59	.00	.00						
C10165 -011	77,367.85	62,540.44	76,367.85						
AGREEMENT TOTALS	85,814.99	67,816.80	85,771.00	.80.00	69,579.00	68,616.80	.00		800.00
FED PROJ TOTALS	85,814.99	67,816.80	85,771.00		69,579.00	68,616.80	.00		800.00
FEDERAL PROJECT: BROS-0100-015									
******************************									
F04429									

REPORT NO: FMLL003
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 01/28/87 21:48

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0100-008 ********************************									
F01481									
C09889 -000	6,753.02	240.77	3,231.99						
C09889 -001	26.31	.00	.00						
C09889 -011	126,525.34	106,362.00	130,021.47						
AGREEMENT TOTALS	133,304.67	106,602.77	133,253.46	80.00	111,583.00	106,602.77	.00		.00
FED PROJ TOTALS	133,304.67	106,602.77	133,253.46		111,583.00	106,602.77	.00		.00
FEDERAL PROJECT: BROS-0100-009 ********************************									
F01489									
C2011991-000	4,089.37	798.85	4,089.37						
C2011991-001	222.35	.00	.00						
C2011991-010	126.57	.00	.00						
C2011991-011	9,154.71	9,796.41	9,154.71						
AGREEMENT TOTALS	13,593.00	10,595.26	13,244.08	80.00	10,595.26	10,595.26	.00		.00
FED PROJ TOTALS	13,593.00	10,595.26	13,244.08		10,595.26	10,595.26	.00		.00
FEDERAL PROJECT: BROS-0100-010 ********************************									
F01490									
C2011995-000	10,278.70	4,292.89	10,278.70						
C2011995-001	807.45	.00	.00						
C2011995-011	5,189.60	8,081.75	5,189.60						
AGREEMENT TOTALS	16,275.75	12,374.64	15,468.30	80.00	12,374.64	12,374.64	.00		.00
FED PROJ TOTALS	16,275.75	12,374.64	15,468.30		12,374.64	12,374.64	.00		.00
FEDERAL PROJECT: BROS-0100-011 ********************************									
F03747									
C2011996-000	13,970.36	11,176.29	13,970.36						
C2011996-001	88.07	.00	.00						

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT BRos-100 (14)

ayable to: Douglas S. Coats
PO Box 311
Bend OR 97709

Project No.:
Hwy. Agr. No.:
Contract No.: 10165
roject:
Estimate No.: 6 Final
eriod Covered:
Work Order No.:

nvoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	1000.00		
	Interest on 1000.00 from			
	11/5/86 - 1/31/87. 88 days	43.40		
	@ .4932/day			
Totals				
Retained ___%				
Total Payments		1043.40		

C3/7 1/28

pproved by: RAHauck

repared by:

ommon Data Elements

oc. No. RW C10165

3/12/87
onth Day Year

gency 02 Vendor #0000960188 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

uf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPT
01	240	C10165	000	8056					1000.00	C10165		
02	223	↓	001	↓	349				43.40			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
                              OREGON DEPARTMENT OF TRANSPORTATION                               01/27/87
                                       HIGHWAY DIVISION
FMCP010-1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE         PAGE    1

  CONTRACT NUMBER: C10165          ESTIMATE NUMBER: 006          DOUGLAS S. COATS INC.

  NUMBER      NUMBER          CONTRACT          LIQUIDATED           RETAINAGE         FORCE ACCOUNT          NETPAY
                              PAYMENT             DAMAGE                                  AMOUNT

  AMOUNT TO DATE:           77,353.10               0.00            1,000.00                 0.00          76,353.10
  PRIOR AMOUNT:             77,353.10               0.00            1,000.00                 0.00          76,353.10

  PRESENT AMOUNT:                0.00               0.00                0.00                 0.00               0.00

  EA-         SUB-            CONTRACT          LIQUIDATED           RETAINAGE         FORCE ACCOUNT          NETPAY
  NUMBER      NUMBER          PAYMENT             DAMAGE                                  AMOUNT

          TOTAL                  0.00               0.00                0.00                 0.00               0.00



  PROJECT MANAGER-SCHLIESKI- REGION 5

  TYPE OF RETAINAGE : STANDARD RETAINAGE

  LUMP SUM          :      1,000.00

  PERCENT RETAINED  :
```

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY BAKER	CONTRACT NO. C10165	ESTIMATE NO. 6	
HIGHWAY COUNTY ROAD(RICE ROAD)	FEDERAL AID PROJECT NO. BROS0100014		
SECTION NORTH FORK BURNT RIVER(RICE RD) BR			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	11 MOBILIZATION		LUMP SUM	6000.0000	100.000	~~6000.00~~	~~6000.00~~	A. 5,160.00
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	250.0000	100.000	250.00	250.00	A B. 840.00
003	11 TEMPORARY SIGNS		SQ FT	20.0000	20.000	400.00	400.00	A
004	11 TEMPORARY BARRICADES		EACH	10.0000	4.000	40.00	40.00	
005	11 GENERAL EXCAVATION		CU YD	8.0000	119.600	956.80	956.80	
006	11 TOE TRENCH EXCAVATION		CU YD	8.0000	58.800	470.40	470.40	
007	11 GRID ROLLED AGGREGATE	SUBBASE	CU YD	9.0000	233.500	2101.50	2101.50	B
008	11 GRID ROLLER		HOUR	20.0000	12.000	240.00	240.00	B
009	11 GUARD RAIL TYPE 2A		LIN FT	16.0000	150.000	2400.00	2400.00	B
010	11 GUARD RAIL TYPE 3		LIN FT	25.0000	100.000	2500.00	2500.00	
011	11 GUARD RAIL ANCHORS TYPE 1		EACH	300.0000	4.000	1200.00	1200.00	
012	11 RAIL END PIECES TYPE C		EACH	90.0000	4.000	360.00	360.00	B
	11 LOOSE RIPRAP CLASS 200		CU YD	11.0000	170.400	1874.40	1874.40	A
014	11 DELINEATORS TYPE 1		EACH	20.0000	4.000	80.00	80.00	B
015	11 BRIDGE REMOVAL WORK		LUMP SUM	10000.0000	100.000	10000.00	10000.00	A
016	11 FURNISH PILE DRIVING	EQUIPMENT	LUMP SUM	8000.0000	100.000	8000.00	8000.00	A
017	11 FURNISH HP 12x53	STEEL PILING	LIN FT	16.0000	179.000	2864.00	2864.00	A
018	11 DRIVE STEEL PILES		LIN FT	1.0000	216.000	216.00	216.00	A
019	11 4'x55'7/60' PRESTRESSED	SLABS	EACH	4500.0000	6.000	27000.00	27000.00	A
020	11 STRUCTURAL STEEL		LUMP SUM	4000.0000	100.000	4000.00	4000.00	A
021	11 METAL RAIL WITH TUBING		LIN FT	50.0000	125.000	6250.00	6250.00	A
	PRICE AGREEMENT ITEMS							
3001A	11 REV ANCHOR PLATE	THICKNESS	LUMP SUM	150.0000	100.000	150.00	150.00	A

Type Code	Up to Interim Cost
X080	67,631.60
E000	9,721.50
Total	$ 77,353.10

DATE				
.01 27 87 PG. 01 C10165	TOTAL CONTRACT ITEMS	77353.10	77353.10	
	FORCE ACCOUNT			

jc 10,165 cc: OSHD (L. W. Rulien) 10165

ATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT May 7, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-0100(14)
COMPLETION DATE (Actual) June 11, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY January 12, 1987	TIME ELAPSED 94 %	CONTRACT TIME June 15, 1986

LOCATION N. Fk. Burnt River (Rice Road) Bridge Section on County Road #525 approximately 7 miles SE of Whitney

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Removal of existing structure.

   B. Construction of Bridge No. 16801.
   Length: 56.5 feet. Roadway Width: 23.5 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $77,353.10

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
MAY 21 '87
REFER TO Fredrickson

cy

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 5/19/87	TITLE District Engineer B	DATE 5/19/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,165

January 30, 1987

CON 5 - #10,165

Ray Paiement
Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

On January 16, 1987, we wrote to you concerning release of final payment on Contract No. 10,165 awarded to Douglas S. Coats, Inc. for work on the North Fork Burnt River (Rice Road) Bridge in Baker County.

Final payment on this contract is $1,000.00 and the total contract amount is $77,353.10. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

10,165

ORIGINAL

1-14-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-100(11)

PROGRAM APPROVED

VOUCHER PERIOD From: 6/03/85 To: 11/25/85

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	$14,058.43	$13,970.36	80%	$11,176.29	$11,176.29	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ *Authorized Officer* 1/14/87 *Date*

Acting Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE SECTION COUNTY ROAD BAKER COUNTY					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$13,970.36	
	Total Participating Preliminary Engineering				**$13,970.36**	
	Non Participating Project Cost					
	State	All Required			88.07	
	Total Project Cost				**$14,058.43**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/12/86.					
	AMOUNT CARRIED FORWARD					

1/31/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURR MON
C2011996	000		194	7100		
C2011996	000		194	7100		
C2011996	000		194	7143		
C2011996	000		194	7143		
C2011996	000		194	7300		
C2011996	000		194	7300		
C2011996	000		194	7400		
C2011996	000		194	7400		
C2011996	000		194			
C2011996	000		199	7100		
C2011996	000		199	7100		
C2011996	000		199	7143		
C2011996	000		199	7143		
C2011996	000		199	7300		
C2011996	000		199	7300		
C2011996	000		199	7400		
C2011996	000		199	7400		
C2011996	000		199			
C2011996	000		504	7143		
C2011996	000		504	7143		
C2011996	000		504			
C2011996	000		550	8036		
C2011996	000		550	8036		
C2011996	000		550			
C2011996	000					
C2011996	000	900	001	5000		
C2011996	000	900	001	5000		
C2011996	000	900	001	8036		
C2011996	000	900	001	8036		
C2011996	000	900	001			
C2011996	000	900	008	8036		

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	7100		.00	1.39
	7100		.00	1.39
	7143		.00	16.11
	7143		.00	16.11
	7300		.00	217.93
	7300		.00	217.93
	7400		.00	5.86
	7400		.00	5.86
			.00	241.29
	7100		.00	.00
	7100		.00	.00
	7143		.00	.00
	7143		.00	.00
	7300		.00	.00
	7300		.00	.00
	7400		.00	.00
	7400		.00	.00
			.00	.00
	7143		.00	16.60
	7143		.00	16.60
			.00	16.60
	8036		.00	313.30
	8036		.00	313.30
			.00	313.30
			.00	571.19
	5000		.00	72.73
	5000		.00	72.73
	8036		.00	1,334.19
	8036		.00	1,334.19
			.00	1,406.92
	8036		.00	136.74

```
1/31/87                                              JOB COST SUMMARY
                                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                                PAYROLL CHARGES ARE LOADED

                                                         CREW        MSA         CURR
          EA       SUBJOB   ACTIVITY   OBJ-DETAIL       NUMBER      FIELD         MON

      C2011996      000        900        008            8036

      C2011996      000        900        008

      C2011996      000        900        030            8036
      C2011996      000        900        030            8036

      C2011996      000        900        030

      C2011996      000        900        130            8036
      C2011996      000        900        130            8036

      C2011996      000        900        130

      C2011996      000        900        146            8036
      C2011996      000        900        146            8036

      C2011996      000        900        146

      C2011996      000        900        150            0100
      C2011996      000        900        150            0100

      C2011996      000        900        150

      C2011996      000        900        470            8036
      C2011996      000        900        470            8036

      C2011996      000        900        470

      C2011996      000        900        568            8036
      C2011996      000        900        568            8036

      C2011996      000        900        568

      C2011996      000        900

      C2011996      000        903        001            5011
      C2011996      000        903        001            5011

      C2011996      000        903        001            7420
      C2011996      000        903        001            7420

      C2011996      000        903        001

      C2011996      000        903        100            5011
      C2011996      000        903        100            5011

      C2011996      000        903        100
```

JOB COST SUMMARY
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	8036		.00	136.74
			.00	136.74
	8036		.00	444.69
	8036		.00	444.69
			.00	444.69
	8036		.00	128.88
	8036		.00	128.88
			.00	128.88
	8036		.00	4.59
	8036		.00	4.59
			.00	4.59
	0100		.00	88.61
	0100		.00	88.61
			.00	88.61
	8036		.00	548.46
	8036		.00	548.46
			.00	548.46
	8036		.00	74.15
	8036		.00	74.15
			.00	74.15
			.00	2,833.04
	5011		.00	2,412.21
	5011		.00	2,412.21
	7420		.00	123.74
	7420		.00	123.74
			.00	2,535.95
	5011		.00	83.00
	5011		.00	83.00
			.00	83.00

1/31/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURR MON
C2011996	000	903	102	5011		
C2011996	000	903	102	5011		
C2011996	000	903	102			
C2011996	000	903	106	5011		
C2011996	000	903	106	5011		
C2011996	000	903	106			
C2011996	000	903	456	5011		
C2011996	000	903	456	5011		
C2011996	000	903	456			
C2011996	000	903	550	5011		
C2011996	000	903	550	5011		
C2011996	000	903	550			
C2011996	000	903	560	7450		
C2011996	000	903	560	7450		
C2011996	000	903	560			
C2011996	000	903				
C2011996	000	905	001	7320		
C2011996	000	905	001	7320		
C2011996	000	905	001	7361		
C2011996	000	905	001	7361		
C2011996	000	905	001	7363		
C2011996	000	905	001	7363		
C2011996	000	905	001	7365		
C2011996	000	905	001	7365		
C2011996	000	905	001			
C2011996	000	905	030	7363		
C2011996	000	905	030	7363		
C2011996	000	905	030	7365		
C2011996	000	905	030	7365		
C2011996	000	905	030			

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	5011		.00	80.00
	5011		.00	80.00
			.00	80.00
	5011		.00	146.26
	5011		.00	146.26
			.00	146.26
	5011		.00	118.90
	5011		.00	118.90
			.00	118.90
	5011		.00	768.80
	5011		.00	768.80
			.00	768.80
	7450		.00	1.50
	7450		.00	1.50
			.00	1.50
			.00	3,734.41
	7320		.00	1,129.11
	7320		.00	1,129.11
	7361		.00	12.57
	7361		.00	12.57
	7363		.00	112.42
	7363		.00	112.42
	7365		.00	212.13
	7365		.00	212.13
			.00	1,466.23
	7363		.00	45.78
	7363		.00	45.78
	7365		.00	.00
	7365		.00	.00
			.00	45.78

```
1/31/87                                                JOB COST SUMMARY
                                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
                                                PAYROLL CHARGES ARE LOADED

                                                         CREW        MSA              CURR
              EA        SUBJOB    ACTIVITY   OBJ-DETAIL  NUMBER      FIELD            MON

           C2011996      000        905        130        7300
           C2011996      000        905        130        7300

           C2011996      000        905        130

           C2011996      000        905        504        7361
           C2011996      000        905        504        7361

           C2011996      000        905        504        7363
           C2011996      000        905        504        7363

           C2011996      000        905        504        7365
           C2011996      000        905        504        7365

           C2011996      000        905        504

           C2011996      000        905        560        7363
           C2011996      000        905        560        7363

           C2011996      000        905        560

           C2011996      000        905

           C2011996      000        907        001        7331
           C2011996      000        907        001        7331

           C2011996      000        907        001

           C2011996      000        907

           C2011996      000        921        001        7000
           C2011996      000        921        001        7000

           C2011996      000        921        001        7200
           C2011996      000        921        001        7200

           C2011996      000        921        001

           C2011996      000        921        136        0500
           C2011996      000        921        136        0500

           C2011996      000        921        136

           C2011996      000        921        504        7200
           C2011996      000        921        504        7200

           C2011996      000        921        504

           C2011996      000        921
```

```
        JOB COST SUMMARY
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED

          CREW        MSA              CURRENT                BALANCE TO
ETAIL    NUMBER      FIELD              MONTH                    DATE

          7300                                    .00                4.50
          7300                                    .00                4.50

                                                  .00                4.50

          7361                                    .00               18.19
          7361                                    .00               18.19

          7363                                    .00               36.90
          7363                                    .00               36.90

          7365                                    .00                2.70
          7365                                    .00                2.70

                                                  .00               57.79

          7363                                    .00                1.50
          7363                                    .00                1.50

                                                  .00                1.50

                                                  .00            1,575.80

          7331                                    .00              184.46
          7331                                    .00              184.46

                                                  .00              184.46

                                                  .00              184.46

          7000                                    .00                9.71
          7000                                    .00                9.71

          7200                                    .00            1,179.33
          7200                                    .00            1,179.33

                                                  .00            1,189.04

          0500                                    .00              317.50
          0500                                    .00              317.50

                                                  .00              317.50

          7200                                    .00              235.95
          7200                                    .00              235.95

                                                  .00              235.95

                                                  .00            1,742.49
```

```
1/31/87                                                        JOB COST SUMMARY
                                                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                                          PAYROLL CHARGES ARE LOADED

                                                                 CREW        MSA           CURR
               EA        SUBJOB    ACTIVITY    OBJ-DETAIL     NUMBER       FIELD          MON

           C2011996      000         923          001          7530
           C2011996      000         923          001          7530

           C2011996      000         923          001

           C2011996      000         923

           C2011996      000         927          001          7430
           C2011996      000         927          001          7430

           C2011996      000         927          001          7450
           C2011996      000         927          001          7450

           C2011996      000         927          001

           C2011996      000         927          504          7430
           C2011996      000         927          504          7430

           C2011996      000         927          504          7450
           C2011996      000         927          504          7450

           C2011996      000         927          504

           C2011996      000         927

           C2011996      000         933          001          7141
           C2011996      000         933          001          7141

           C2011996      000         933          001

           C2011996      000         933

           C2011996      000         937          001          7000
           C2011996      000         937          001          7000

           C2011996      000         937          001          7143
           C2011996      000         937          001          7143

           C2011996      000         937          001

           C2011996      000         937

           C2011996      000         960          136          0500
           C2011996      000         960          136          0500

           C2011996      000         960          136

           C2011996      000         960
```

```
          JOB COST SUMMARY
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED

        CREW      MSA              CURRENT               BALANCE TO
ETAIL   NUMBER    FIELD             MONTH                   DATE

         7530                                 .00                  40.98
         7530                                 .00                  40.98

                                              .00                  40.98

                                              .00                  40.98

         7430                                 .00                  32.01
         7430                                 .00                  32.01

         7450                                 .00                 735.42
         7450                                 .00                 735.42

                                              .00                 767.43

         7430                                 .00                   7.20
         7430                                 .00                   7.20

         7450                                 .00                  26.10
         7450                                 .00                  26.10

                                              .00                  33.30

                                              .00                 800.73

         7141                                 .00                 582.16
         7141                                 .00                 582.16

                                              .00                 582.16

                                              .00                 582.16

         7000                                 .00                  55.27
         7000                                 .00                  55.27

         7143                                 .00               1,805.78
         7143                                 .00               1,805.78

                                              .00               1,861.05

                                              .00               1,861.05

         0500                                 .00                   7.06
         0500                                 .00                   7.06

                                              .00                   7.06

                                              .00                   7.06
```

1/31/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUR MO
C2011996	000	964	001	7000		
C2011996	000	964	001	7000		
C2011996	000	964	001			
C2011996	000	964	504	7140		
C2011996	000	964	504	7140		
C2011996	000	964	504			
C2011996	000	964				
C2011996	000					
C2011996	001	900	189	8036		
C2011996	001	900	189	8036		
C2011996	001	900	189			
C2011996	001	900				
C2011996	001	903	106	5011		
C2011996	001	903	106	5011		
C2011996	001	903	106			
C2011996	001	903				
C2011996	001	937	189	7143		
C2011996	001	937	189	7143		
C2011996	001	937	189			
C2011996	001	937				
C2011996	001					
C2011996						

```
          JOB COST SUMMARY                                          ^AGE       8
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
    PAYROLL CHARGES ARE LOADED

        CREW      MSA              CURRENT                    BALANCE TO
ETAIL  NUMBER    FIELD              MONTH                        DATE

        7000                                  .00                       10.55
        7000                                  .00                       10.55

                                              .00                       10.55

        7140                                  .00                       26.44
        7140                                  .00                       26.44

                                              .00                       26.44

                                              .00                       36.99

                                              .00                   13,970.36

        8036                                  .00                       41.55
        8036                                  .00                       41.55

                                              .00                       41.55

                                              .00                       41.55

        5011                                  .00                        6.00
        5011                                  .00                        6.00

                                              .00                        6.00

                                              .00                        6.00

        7143                                  .00                       40.52
        7143                                  .00                       40.52

                                              .00                       40.52

                                              .00                       40.52

                                              .00                       88.07

                                              .00                   14,058.43
```

```
                         JOB COST SUMMARY RUN ON  10-27-87
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 10/24/87

                                            CREW   MSA           CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH          DATE
--       ------ -------- ---------- ------ -----          -------      ----------
C10165   000             106        8215                                    41.50
OBJ-DETAIL 106                                                              41.50

C10165   000             130        8215                                    34.50
OBJ-DETAIL 130                                                              34.50

C10165   000             136        0500                                     6.36
OBJ-DETAIL 136                                                               6.36

C10165   000             146        8056                                    29.05
C10165   000             146        8213                                     5.08
OBJ-DETAIL 146                                                              34.13

C10165   000             199        0530                                   116.20
OBJ-DETAIL 199                                                             116.20

C10165   000             504        7450                                     5.00
OBJ-DETAIL 504                                                               5.00

C10165   000             550        8213                                    48.40
C10165   000             550        8215                                    44.40
OBJ-DETAIL 550                                                              92.80

C10165   000             555        0521                                    11.86
OBJ-DETAIL 555                                                              11.86

ACTIVITY                                                                   342.35 SUBTOT

C10165   000    010      001        0813                                    40.22
C10165   000    010      001        0821                                    40.69
OBJ-DETAIL 001                                                              80.91

ACTIVITY   010                                                              80.91 SUBTOT

C10165   000    900      001        5000                                   317.38
C10165   000    900      001        8008                                   152.48
C10165   000    900      001        8056                                 4,187.60
OBJ-DETAIL 001                                                           4,657.46

C10165   000    900      030        5000                                   108.29
C10165   000    900      030        8008                                    28.59
C10165   000    900      030        8056                                   291.00
OBJ-DETAIL 030                                                             427.88


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N  10-27-87
AIL CREW-NUMBER
E LOADED
D 10/24/87

A        CURRENT        BALANCE TO
LD        MONTH            DATE
--       -------        ----------
                             41.50
                             41.50

                             34.50
                             34.50

                              6.36
                              6.36

                             29.05
                              5.08
                             34.13

                            116.20
                            116.20

                              5.00
                              5.00

                             48.40
                             44.40
                             92.80

                             11.86
                             11.86

                            342.35 SUBTOTAL

                             40.22
                             40.69
                             80.91

                             80.91 SUBTOTAL

                            317.38
                            152.48
                          4,187.60
                          4,657.46

                            108.29
                             28.59
                            291.00
                            427.88

E8
```

```
                             JOB COST SUMMARY RUN ON  10-27-87
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 10/24/87

                                                CREW   MSA            CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH               DATE
--          ------ -------- ---------- ------ -----          -------          ----------
C10165      000      900       150        8056                                         29.93
OBJ-DETAIL 150                                                                          29.93

C10165      000      900       548        8036                                         30.40
OBJ-DETAIL 548                                                                          30.40

C10165      000      900       550        8056                                        531.60
OBJ-DETAIL 550                                                                         531.60

C10165      000      900       574        8056                                         16.00
OBJ-DETAIL 574                                                                          16.00

ACTIVITY   900                                                                       5,693.27 SUBTOTA

C10165      000      901       001        7450                                        194.71
OBJ-DETAIL 001                                                                         194.71

C10165      000      901       267        7000                                         50.00
OBJ-DETAIL 267                                                                          50.00

ACTIVITY   901                                                                         244.71 SUBTOTA

C10165      000      905       001        7320                                         64.02
OBJ-DETAIL 001                                                                          64.02

ACTIVITY   905                                                                          64.02 SUBTOTA

C10165      000      920       001        0612                                         18.53
C10165      000      920       001        0631                                         21.48
OBJ-DETAIL 001                                                                          40.01

ACTIVITY   920                                                                          40.01 SUBTOTA

C10165      000      940       001        8213                                        669.66
C10165      000      940       001        8215                                         99.71
C10165      000      940       001        8221                                         75.90
OBJ-DETAIL 001                                                                         845.27

C10165      000      940       030        8213
OBJ-DETAIL 030

C10165      000      940       550        8213                                         18.40
OBJ-DETAIL 550                                                                          18.40


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
  10-27-87
IL CREW-NUMBER
 LOADED
 10/24/87

        CURRENT        BALANCE TO
D        MONTH            DATE
-       -------        ----------
                            29.93
                            29.93

                            30.40
                            30.40

                           531.60
                           531.60

                            16.00
                            16.00

                         5,693.27 SUBTOTAL

                           194.71
                           194.71

                            50.00
                            50.00

                           244.71 SUBTOTAL

                            64.02
                            64.02

                            64.02 SUBTOTAL

                            18.53
                            21.48
                            40.01

                            40.01 SUBTOTAL

                           669.66
                            99.71
                            75.90
                           845.27




                            18.40
                            18.40



ES
```

```
PAGE    1

                          JOB COST SUMMARY RUN ON  10-27-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/24/87

                                             CREW   MSA
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          CURRENT         BALANCE TO
--          ------ -------- ---------- ------ -----           MONTH              DATE
                                                             -------         ----------
C10165      000     940      551        5011                                     164.00
C10165      000     940      551        8056                                     533.00
C10165      000     940      551        8213                                      82.00
C10165      000     940      551        8215                                     296.00
OBJ-DETAIL 551                                                                 1,075.00

ACTIVITY    940                                                                1,938.67 SUBTOT

SUB-JOB     000 SUBTOTAL                                                       8,403.94

C10165      001              349        8056                                      43.40
OBJ-DETAIL 349                                                                    43.40

ACTIVITY                                                                          43.40 SUBTOTA

SUB-JOB     001 SUBTOTAL                                                          43.40

C10165      010     900      151        8056                                        .59
OBJ-DETAIL 151                                                                      .59

ACTIVITY    900                                                                     .59 SUBTOTA

SUB-JOB     010 SUBTOTAL                                                            .59

C10165      011              199        8056                                      14.75
OBJ-DETAIL 199                                                                    14.75

C10165      011              300        8056                                  77,353.10
OBJ-DETAIL 300                                                                77,353.10

ACTIVITY                                                                      77,367.85 SUBTOTA

SUB-JOB     011 SUBTOTAL                                                      77,367.85

EA          C10165 TOTAL                                                      85,815.78


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N  10-27-87
AIL CREW-NUMBER
E LOADED
U 10/24/87

A           CURRENT          BALANCE TO
LD           MONTH              DATE
--          -------          ----------
                                 164.00
                                 533.00
                                  82.00
                                 296.00
                               1,075.00

                               1,938.67 SUBTOTAL

                               8,403.94

                                  43.40
                                  43.40

                                  43.40 SUBTOTAL

                                  43.40

                                    .59
                                    .59

                                    .59 SUBTOTAL

                                    .59

                                  14.75
                                  14.75

                              77,353.10
                              77,353.10

                              77,367.85 SUBTOTAL

                              77,367.85

                              85,815.78


ES
```

Pay + man

10,165

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10165

TO: Commission Services **DATE:** January 12, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10165, On Site Work Substantially Completed June 11, 1986

All Work Completed October 6, 1986

Project North Fork Burnt River (Rice Road) Bridge

Highway County Road (Rice Road)

County Baker

Type of Work Structure

Contractor Douglas S. Coats

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-16-87 - Surety letter sent.

RECEIVED
JAN 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

10165

N

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WE LY EPORT FOR CONSTRUCTION OJ TS

WEEK ENDING 10-11-86 *Final*

PROJECT NAME (SECTION): NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE

CONTRACT NO: 10165

HIGHWAY: COUNTY ROAD (RICE ROAD)

COUNTY: BAKER

F A PROJECT NO: BR05-0100(14)

CONTRACTOR: DOUGLAS S COATS INC

KIND OF WORK: STRUCTURE

DATE OF AWARD: 12-27-85

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 89,475.81

ESTIMATED PROJECT COST $ 89,475.81

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 %

ENGINEERING

AUTHORIZATION $ 7,814.48

COST THIS WEEK $ 57.80

TOTAL TO DATE $ 5,881.36

PERCENT OF AUTHORIZATION 75 %

FIRST NOTIFICATION DATE: 04-14-86

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: 06-11-86

ESTIMATED SEMIFINAL SUBMITTAL DATE

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	100	0

ACTIVITIES THIS WEEK:

PROJECT COMPLETED.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

FINAL SUBMITTED 10-04-86.

PROJECT MANAGER (SIGN) Joseph A. Schlieski

JOSEPH A. SCHLIESKI

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,165

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-404	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Baker
PROJECT REPORT NUMBER		Project Number BROS-0100(14)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 6, 19 86, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 89,475	$ 86,975
Federal funds	$ 71,579	$ 69,579
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~X For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 18, 1986

Federal-Aid Project No. BROS-0100(14)

North Fork Burnt River (Rice Rd.) Br. Section
County Road
Baker County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Br. #16801-Sta. 2+21.75 to 2+78.25)

Subtotal from previous estimate of 12-30-85		$ 69,079.68
	Subtotal	$ 69,079.68
	Engineering	8,016.32
	Total	$ 77,096.00

Type Code E000
Roadway (Sta. 1+30 to 2+21.75 & Sta. 2+78.25 to 4+00)

Subtotal from previous estimate of 12-30-85		$ 9,065.13
	Subtotal	$ 9,065.13
	Engineering	813.87
	Total	$ 9,879.00

Length of Project	Structure	0.011 mi.
	Roadway	0.040 mi.
	Total	0.051 mi.

Cost of Roadway Per Mile	$ 246,975.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Structure	117	80	$ 77,096.00	$ 61,676.00	$ 7,710.00	$ 7,710.00
Roadway	117	80	9,879.00	$ 7,903.00	$ 988.00	$ 988.00
Total			$ 86,975.00	$ 69,579.00	$ 8,698.00	$ 8,698.00

Sub. Job 010: 0%   Sub. Job: 011: 100%
Contract No. 10156
Prefix: C201-1996 PE
Prefix: C10156

DDB:bkb

[illegible]

TO BE COMPLETED BY FHWA 1-29	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Baker PROJECT NO. BROS-0100(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

North Fork Burnt River (Rice Road) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/26/85	0.051

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 89,475.00	FEDERAL FUNDS $ 71,579.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JAN 6 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G-File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 30, 1985

FEDERAL AID PROJECT NO. BROS-0100(14)

North Fork Burnt River (Rice Road) Bridge Section
County Road
Baker County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Bridge No. 16801)(Sta. 2+21.75 to Sta. 2+78.25)

Mobilization	All Required (86%)			$ 5,160.00
Temporary Protection and Direction of Traffic	All Required			250.00
Temporary Signs	Sq. Ft.	20	20.00	400.00
Temporary Barricades	Each	4	10.00	40.00
General Excavation	Cu. Yd.	100	8.00	800.00
Toe Trench Excavation	Cu. Yd.	70	8.00	560.00
Guardrail, Type 3	Lin. Ft.	100	25.00	2,500.00
Loose Riprap, Class 200	Cu. Yd.	180	11.00	1,980.00
Bridge Removal Work	All Required			10,000.00
Furnish Pile Driving Equipment	All Required			8,000.00
Furnish HP 12x53 Steel Piling	Lin. Ft.	288	16.00	4,608.00
Drive Steel Piles	Lin. Ft.	288	1.00	288.00
4' x 55'/60' Prestressed Slabs	Each	6	4,500.00	27,000.00
Structural Steel	All Required			4,000.00
Metal Rail with Tubing	Lin. Ft.	63	50.00	3,150.00
				$ 68,736.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	$ 343.68
	$ 343.68
Subtotal	$ 69,079.68
Engineering	10,016.32
Total	$ 79,096.00

Type Code E000
Roadway (Sta. 1+30 to Sta. 2+21.75 & Sta. 2+78.25 to Sta. 4+00)

Mobilization	All Required (14%)			$ 840.00
Grid Rolled Aggregate Subbase	Cu. Yd	305	9.00	2,745.00
Grid Roller	Hour	20	20.00	400.00
Guardrail, Type 2A	Lin. Ft.	150	16.00	2,400.00
Guardrail Anchors, Type 1	Each	4	300.00	1,200.00

Rail End Pieces, Type C	Each	4	90.00	360.00
Delineators, Type 1	Each	4	20.00	80.00
				$ 8,025.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required	$ 40.13
Roadside Seeding and Mulching		1,000.00
		$ 1,040.13
	Subtotal	$ 9,065.13
	Engineering	1,313.87
	Total	$ 10,379.00

Length of Project -------------	Structure	0.011 miles
	Roadway	0.040 miles
	TOTAL	0.051 miles

Cost of Roadway per mile ----------------- $259,475.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$79,096.00	$63,276.00	$7,910.00	$7,910.00
Roadway	10,379.00	8,303.00	1,038.00	1,038.00
	$89,475.00	$71,579.00	$8,948.00	$8,948.00

Group 011: 100%
Contract No. 10165
Prefix: C201-1996 (PE)
C10165 (Const.)
Appn Code: 117

DRH:me

January 15, 1986

CON 5 - 10,165

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,165 for a structure on the North Fork Burnt River Bridge Section of Rice Road in Baker County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Raymond M. Paiement
Tromp and McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Joe Schlieski

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

December 23,1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon

RE: NORTH FORK BURNT RIVER (RICE RD<) BR<

Gentlemen:

Our minority sub-contractor for the above mentioned project will be: E M Construction Co
20008 Alderwood Circle
Bend, Oregon 97702

Item 1.	Mobilization	1,700.00
9.	Guard Rail Type 2A 150 Ft. @ 15.00	2,250.00
10.	Guard Rail Type 3 100 Ft. @ 25.00	2,500.00
11.	Guard Rail Anchor Type 1 4 @300.00	1,200.00
12.	Rail End Pieces Type C 4 @ 80.00	320.00
21.	Metal Rail WithTubing 63 @ 48.00	3,024.00
	TOTAL:	10,994.00

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats
President

RECEIVED
DEC 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,165

December 23, 1985

PRO

Baker County Court
Courthouse
Baker, OR 97814

Attn: Dick Traw, County Roadmaster

Subject: North Fork Burnt River (Rice Road) Bridge
Project No. BROS-0100(14)
Baker County

On December 19, 1985 the State Highway Division received a satisfactory bid from Douglas S. Coats, P.O. Box 311, Bend, Oregon 97709 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8434 and our Local Government Agreement the County is requested to deposit the balance of their share of the construction cost as computed below:

Contractors Bid		$76,761.00
Anticipated Items		1,384.00
Subtotal		$78,145.00
Contingencies (4-1/2%)		3,516.23
Engineering (10%)		7,814.50
Total Construction Cost		$89,475.73
Estimated P.E. Cost		15,000.00
Less Free Bridge Design & Specs.		(6,000.00)
Less Federal Funds (80%)		(78,780.58)
Less State Share of Const. 1/2 Balance		(8,947.57)
Less County's Advance Deposits		
P.E. AD #85-53	$5,600	
65% Const. AD #85-141	$5,800	(11,400.00)
OVERPAYMENT BY COUNTY		$ (652.42)

If you wish a refund on the overpayment please notify this office or we will refund any overpayment when the project is completed and final cost adjustments are made.

We will award the contract when we receive Commission approval and DBE/WBE goals are met.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments
bcc Roger Lang - Region 5
Vern Skoog

10,165
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0100(14)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50238

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 26, 1985
8. FEDERAL ROUTE NUMBER - - -
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
North Fork Burnt River (Rice Rd) Bridge #01C406575-00007

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 11-25-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $100,000; Federal Funds $80,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11-20-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

RECEIVED
STAT: HWY ENGI
DEC 10 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 12/10

14. DATE 12/6/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,165

December 3, 1985

PRO

Baker County Court
Courthouse
Baker, OR 97814

Attn: Dick Traw, County Roadmaster

SUBJECT: North Fork Burnt River (Rice Rd.) Bridge
Project No. BROS-0100(14)
Baker County

On December 19, 1985 bids will be taken by the State Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8434 and our Local Government Agreement the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$88,500
Less Federal Funds	(70,800)
Less State Share 1/2 Balance	(8,850)
County's Share	$ 8,850
65% of County's Share & Advance Deposit	$ 5,800

We will award the contract when we receive your advance deposit in the amount of $5,800, and DBE/WBE goals have been cleared. Please submit your deposit by December 18, 1985. You may use one of the three options described in the attachments.

Very truly yours,

OK
Received
12-13-85
MKS

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachments

bcc w/AD #85-141: Roger Lang, Region 5
Vern Skoog-Please return completed AD #85-141 when advance deposit is received.
Gary A. Potter
Donald L. Trout

10,165

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

11-22-85 o.Road #575

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BROS-0100(11)
Project Name North Fork Burnt River (Rice Road) Bridge Section – Baker County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by thecountyin accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 0 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 22 day of Nov, 1985

County of Baker

Cary C Smith
County Judge/Chairman

Ben K Dunleavy
Commissioner

Rod L McCaulley
Commissioner

Certified By:

Clifford K Barnes
Regional Right-of-Way Supervisor
Date 11-26-85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

10,165

11-21-85

Section North Fork Burnt River (Rice Rd.) Br.   Programming Estimate $
Highway County Road (Rice Road)   Project Length 0.05 miles
County Baker   Completion Time 90 calendar days
Kind of Work Structure   Est. Comp. Date April 13, 1985
Prefix C201-1996-921   Letting Date December 19, 1985   Project No. BROS-0100 (19)

ESTIMATED CONSTRUCTION AUTHORIZATION

Rev. 11-21-85

		(original)	(revised)
Estimated Contract Amount . . .		$ ~~75,305.00~~	75,915.00
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing	~~0~~		
Permanent Pavement Striping	~~0~~		
Temporary Pavement Striping	~~0~~		
Remove Pvmnt Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished ______ . . .			
× Roadside Seeding & Mulching	1000.00		
Statistical Asphalt Bonus			
On the Job Trainees ($0.80 x ____ hrs			
State Responsibility for Damages . . .			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Right of Way Monumentation			
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	380.00 #384		
______			
______			
Adjust Utilities:			
______			
______			
______			
______			
Total Anticipated Items		$ ~~380.00~~	1380.00
Subtotal		$ ~~75,685.00~~	77,295.00
Contingencies (4-1/2%)		~~3405.83~~	3478.28
Engineering (8, 9, [✓ 10%])		~~7565.50~~	7729.50
Subtotal		$	
Credit for ______			
Estimated Net Authorization, Construction		$ ~~86,[illegible]59.33~~	#88,502.78

APPROVED
Duane O. Christensen
Road Design Engineer

11-22-85 JB

ET22:ESTIM2.SG   Rev. 9/85

~~SUMMARY — BID SCHEDULE~~ — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION: North Fork Burnt River (Rice Rd.) Br.
REFERENCE NAME/PHONE:
COUNTY: Baker
SHEET: 1 OF 1
KIND OF WORK: Structure
KEY NUMBER:
LENGTH: 0.05 Miles
DATE: 10-29-85
NAME: Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	— 6000	7000^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	300^{00}
	Temporary Signs		Sq. Ft.	20	8^{00}	160^{00}
	Temporary Barricades		Each	4	75^{00}	300^{00}
	ROADWORK					
×	General Excavation		Cu. Yd.	100	8^{00} 10^{00}	800^{00} 1000^{00}
	Toe Trench Excavation		Cu. Yd.	70	12^{00} 8^{00}	560 840^{00}
	Grid Rolled Aggregate Subbase		Cu. Yd.	305	9^{00} 8^{00}	2745 2440^{00}
	Grid Roller		Hour	20	20 70^{00}	400 1400^{00}
	Guard Rail, Type 2A		Lin. Ft.	150	16^{00} 17^{00}	2400 2550^{00}
	Guard Rail, Type 3		Lin. Ft.	100	25^{00} 30^{00}	2500 3000^{00}
	Guard Rail Anchors, Type 1		Each	4	300^{00} 350^{00}	1200 1400^{00}
	Rail End Pieces, Type C		Each	4	90^{00} 100^{00}	360 400^{00} ✓
	Loose Riprap, Class 200		Cu. Yd.	180	11^{00} 20^{50}	1980 3690^{00}
	Delineators, Type 1		Each	4	20^{00} 23^{00}	80 92^{00} ✓
	STRUCTURE					
	Bridge No. 16521					
	Bridge Removal Work		Lump Sum	All	—	1600^{00}
	Furnish Pile Driving Equipment		Lump Sum	All	—	7000^{00}
	Furnish HP 12×53 Steel Piling		Lin. Ft.	288	15^{00}	4320^{00}
	Drive Steel Piles		Lin. Ft.	288	17^{50}	5040^{00}
	4'×55'/61' Prestressed Slabs		Each	6	4520^{00}	27,120^{00}
	Structural Steel		Lump Sum	All	—	3680^{00}
	Metal Rail with Tubin		Lin. Ft.	63	41^{00}	2583^{00}

10,165

1859

STATE OF OREGON
HIGHWAY DIVISION - LOCATION

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILES

DATE: November 14, 1985

FROM: Lewis G. Scholl
Hydraulics Specialist

SUBJECT: North Fork Burnt River Bridge #1C406
Rice Road
Baker County

PROGRAM SECTION
MANAGER LS RESOURCE UNIT
FA UNIT PROGRAM UNIT
NOV 18 1985
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

The proposed project will replace an existing 33-foot long (28-foot opening) by 16-foot wide log stringer bridge which recently collapsed. The new structure is to be placed on the existing horizontal alignment.

HYDROLOGY

The North Fork of the Burnt River is an east-west tributary of the Snake River. The bridge is located immediately below the confluence of the North Fork with China Creek in a sparsely populated mountainous area.* The only structures in the area are a pole corral used during the dry season and an unused shed that is near to collapse.

The drainage area above the bridge site is approximately 139 square miles. USGS Gage No. 13269300 is located approximately 3.2 miles upstream from the bridge site with a drainage area of 110 square miles.

Data from this gaging station is available for water years 1965 through 1980. The USGS computer program for fitting a Log Pearson Type III distribution gives the following recurrence interval vs. peak discharge relationship.

Peak discharge at the bridge was computed from discharge at the gage by the method recommended in USGS Report 82-4078:

$$Qu = Qg \left(\frac{Au}{Ag}\right)^{.77}$$

Recurrence Interval	Peak Discharge (at Gage) Qg (cfs)	Peak Discharge (at Bridge) Qu (cfs)
100-year	1830	2190
50-year	1620	1940
25-year	1420	1700
10-year	1150	1377
5-year	942	1128

---

* The 1972 USGS 7-1/2-foot quadrangle map of Unity Reservoir shows incorrectly that the bridge is upstream of the China Creek confluence.

The apparent highwater line as observed by the field crew on September 16, 1985 was at 96.5 feet (assumed datum). Calculations indicate that this highwater represents the 4-year flood.

Elevations within the Burnt River basin vary from 3900 feet (MSL) near the bridge to over 7000 feet (MSL) at the extreme northwest end of the basin. Temperatures remain well below freezing for extended periods in the winter, causing icing and ice jams. These jams have been known to build up 3 to 4 feet high at a point approximately 1/2-mile upstream from the bridge site.

HYDRAULIC DESIGN

Since this is a low volume road (ADT - 5 to 10), design is based on the 25-year flood. Calculations based on cross-sections of the natural channel indicate that this flood (1700 cfs) would produce a highwater elevation of 97.6 ft (assumed datum).

This study includes backwater analysis of 4 different openings placed in the natural channel: Existing opening, 40-foot with vertical abutments, and 57-foot spillthrough with end slopes of 1-1/2:1. The 57-foot span was analyzed with two different deck elevations: 101.2 and 100.0. Recommendations are based on these analyses with due consideration also given to the possibility of ice damage.

Existing Opening - Figure 1

The existing opening is not recommended because the 25-year flood gives 1.5 feet of backwater, which is considered excessive. Also, because of the possibility of ice damage, it is preferable to span as much of the channel as possible. The existing opening spans approximately half of the channel.

Information from Dick Trow, County Roadmaster, indicates that raising the clearance by 1.5 feet to 2 feet would eliminate the possibility of ice damage. This would place the bottom of the beams at 99.2 to 99.7 feet (assumed datum). However, considering that the existing structure has not experienced ice damage in its 40+ years in place and recognizing that the new structure will be considerably stronger than the old one, it will not be recommended to raise the clearance.

40-foot with Vertical Abutments - Figure 2

Analysis of the 40-foot opening indicates that it is the preferred alternative because it reduces backwater to 0.6 feet for the 100-year flood and 0.4 feet for the 25-year flood. This opening also provides 0.4 feet of clearance over the 100-year highwater elevation and gives an adequate opening for the passage of ice, all with no change in deck elevation.

57-foot Span with 1-1/2:1 End Slopes

The Bridge Design Section specifically requested analysis of an opening utilizing available 57-foot by 21-inch precast slabs and having 1-1/2:1 end slopes.

Bottom of Beams at 99.2 Feet (Deck at 101.2) - Figure 3

With this elevation, the beams cleared the 100-foot highwater elevation by 0.8 feet. Backwater was 0.8 feet for the 100-year flood and 0.6 feet for the 25-year flood.

Hydraulic considerations alone would indicate this as the preferred alternative. However, considering the history of the existing bridge, the low ADT, and the cost of raising the roadway approaches, the lower beam elevation discussed below is the preferred configuration for the 57-foot span.

Bottom of Beam at 98.0 Feet (Deck at 100.0) - Figure 4

This configuration creates a pressure flow situation for the 100-year flood with backwater rising to one foot above normal highwater. The 25-year flood remains 0.4 feet below the beams with backwater of 0.3 feet.

The following table compares the four configurations described above for the 25-year (design flood) and the 100-year flood.

RIPRAP

All embankment slopes along the bridge opening should be protected with an 18-inch thick blanket of Class 100 loose riprap below the elevation of the bottom of the slabs. This protection should have a toe trench; however, a filter blanket will not be required.

LS:ja

Attachment

cc Bob Pool w/attach.
Walt Hart "
Rick Kuehn "
Bob Hector "
Ted Litchfield "
Glen Thommen "
Don Keyes "
Gary Potter "
Herb Schell, FHWA "

SUMMARY OF HYDRAULIC ANALYSIS DATA

Note: All elevations are assumed datum.

	25-year Flood (1700 cfs)				100-year Flood (2190 cfs)			
	*57' Span Lower Elev.	**57' Span Higher Elev.	40' Vert. Opening	Existing Bridge	*57' Span Lower Elev.	**57' Span Higher Elev.	40' Vert. Opening	Existing Bridge
Design Highwater Elev.	97.6	97.6	97.6	97.6	98.4	98.4	98.4	98.4 (Overflows Roadway)
Highwater Elevation Upstream Including Backwater	97.9	98.2	98.0	99.1 (Pressure Flow)	99.4 (Pressure Flow)	99.2	99.0	100.9 (Pressure Flow)
Normal Area Below Design Highwater	264	239	263	185 (Below Beams)	283 (Below Beams)	272	191	185 (Below Beams)
Average Velocity (fps)	6.4	7.0	6.5	9.2	7.7	8.0	7.5	11.8

---

* Deck at 100.0; bottom of beams at 98.0

** Deck at 101.2; bottom of beams at 99.2

Figure

North Fork Burnt River Bridge
(Existing Opening)

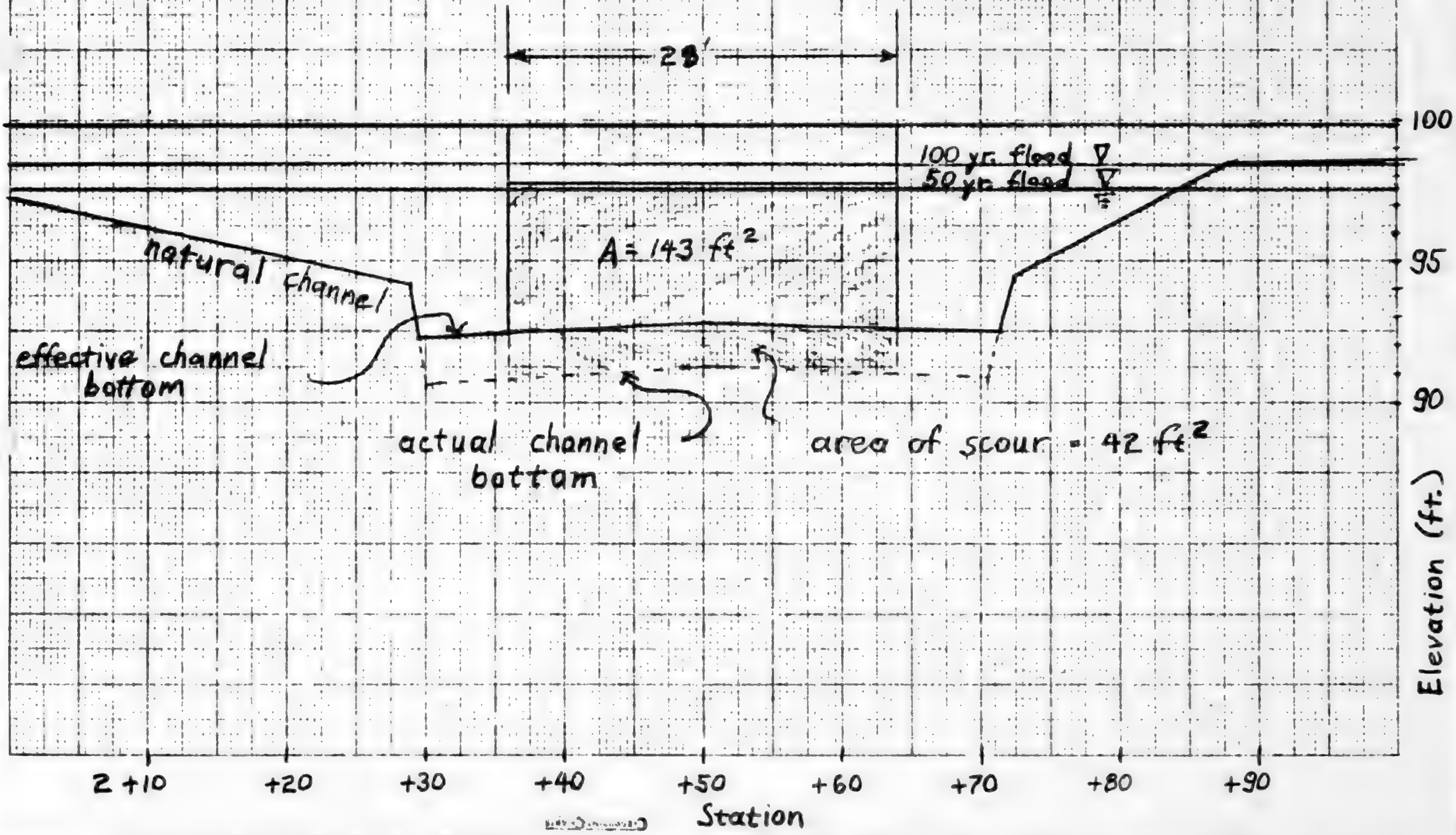
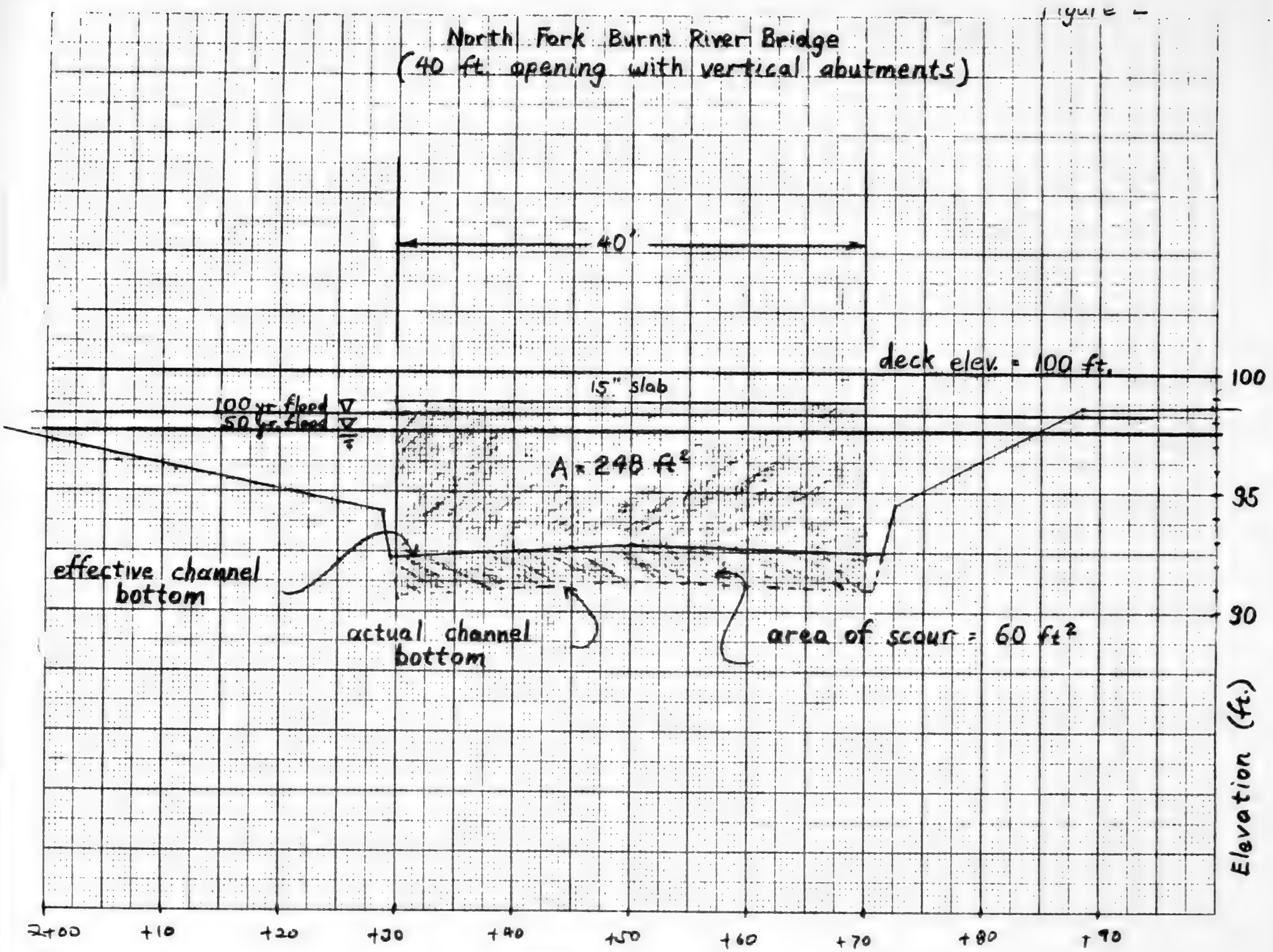


Figure 2



North Fork Burnt River Bridge
(40 ft. opening with vertical abutments)

40'
deck elev. = 100 ft.
15" slab
100 yr. flood ∇
50 yr. flood ∇
A = 248 ft²
effective channel bottom
actual channel bottom
area of scour = 60 ft²
100
95
90
Elevation (ft.)
2+00
+10
+20
+30
+40
+50
+60
+70
+80
+90

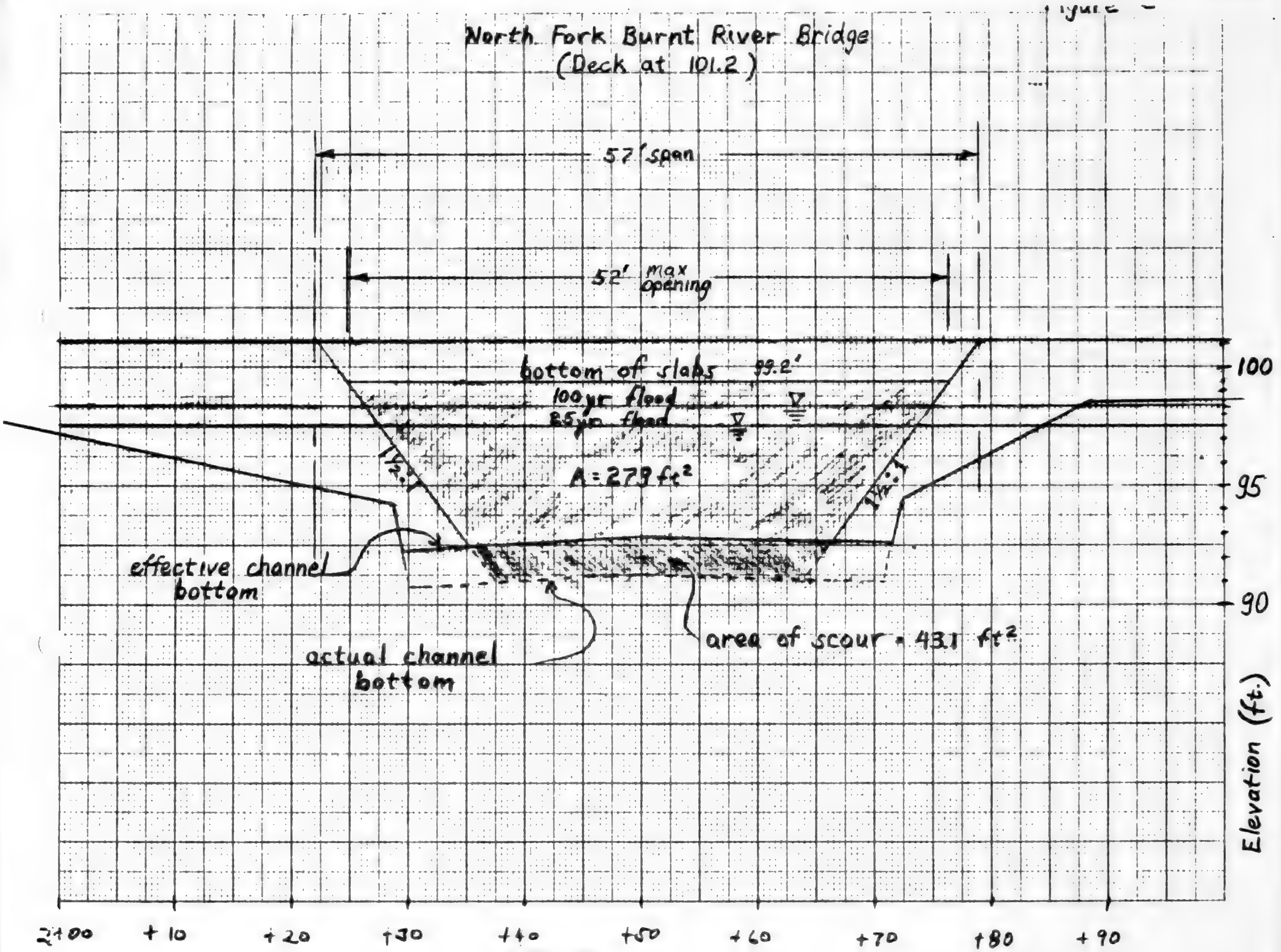
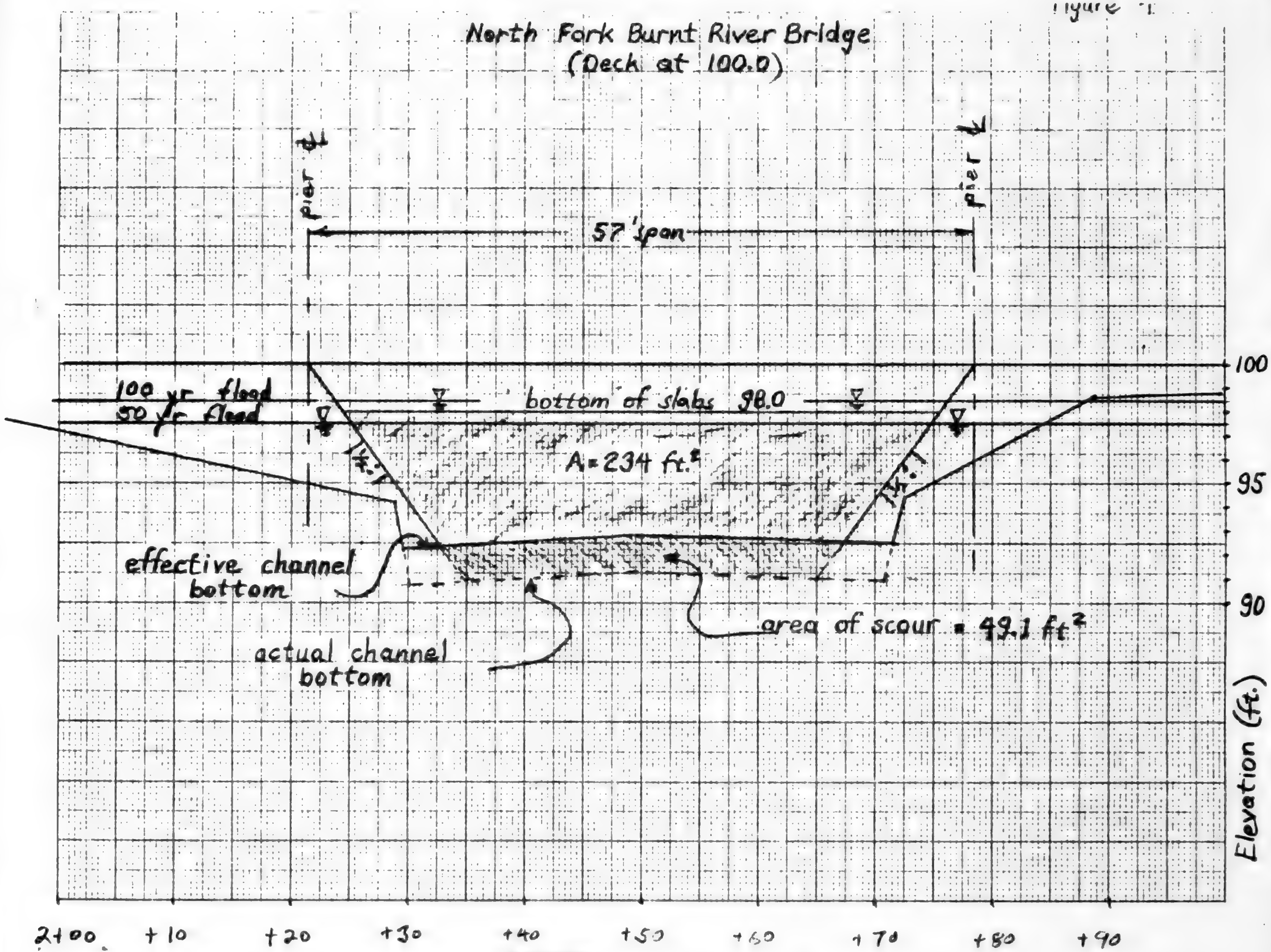


Figure –

North Fork Burnt River Bridge
(Deck at 101.2)

57' span
52' max opening
bottom of slabs 99.2'
100 yr flood
25 yr flood
1½:1
1½:1
A = 279 ft²
effective channel bottom
actual channel bottom
area of scour = 43.1 ft²
100
95
90
Elevation (ft.)
2+00
+10
+20
+30
+40
+50
+60
+70
+80
+90

Figure 1



North Fork Burnt River Bridge
(Deck at 100.0)

pier ℄
pier ℄
57' span
100 yr flood
50 yr flood
bottom of slabs 98.0
A = 234 ft.²
1½:1
1½:1
effective channel bottom
actual channel bottom
area of scour = 49.1 ft²
100
95
90
Elevation (ft.)
2+00
+10
+20
+30
+40
+50
+60
+70
+80
+90

DECK AT 100.00 SIDE SLOPES 1.5:1

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1971)
Discharge	cfs	1700	2190		1425
	m^3/s				
Frequency — yrs.		25	100		11.5
H.W. Elevation	ft.	97.6	98.4		
Natural Channel	m.				
Backwater Elevation	ft.	97.9	99.4		
	m.		(pressure flow)		
Average Velocity	fps	6.4	7.7		
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

This analysis is based on the use of available 21" slabs spanning 57'. See the accompanying drawing for details on the opening analyzed.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

N. FORK BURNT RIVER(RICE ROAD) BRIDGE
BRIDGE # 1C406-

COMPILED BY:

DATE: 11-4-85

10,165

11-7-85

F OREGON

TRANSPORTATION

VAY DIVISION

OPOSED PROJECT

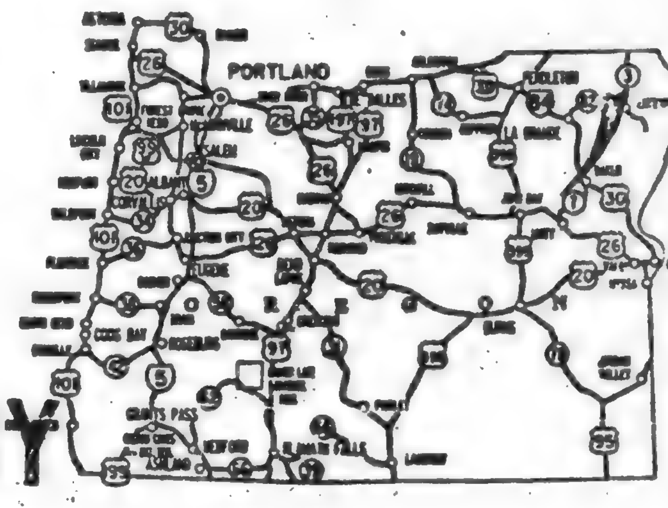
PRELIMINARY COPY
NOV 4 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

TH FORK BURNT RIVER (RICE RD.) BR. SEC. COUNTY ROAD (RICE ROAD) BAKER COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See below

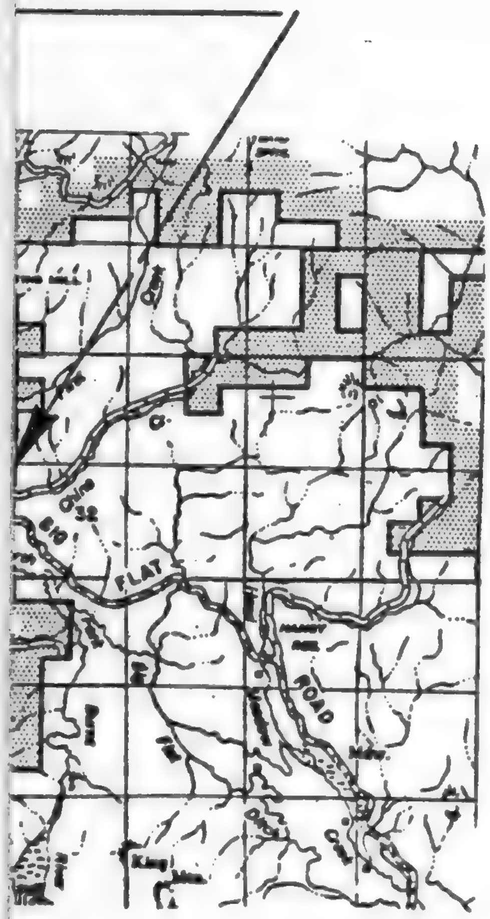
HBR-OS

PRELIMINARY COPY
SUBJECT TO CHANGE

VER (RICE RD.) BR. SEC.
D (RICE ROAD)
COUNTY



PORTLAND
SALEM
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
KLAMATH FALLS
LA GRANDE
PENDLETON
O
R
E
G
O
N



APPROVED BY

COUNTY OF Baker

JUDGE OR CHAIRMAN

COMMISSIONER

COMMISSIONER

DATE 11/7/85

N

T. 11S., R. 37 E., W. M.

Map

Mile
2

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

L. W. Rulien
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

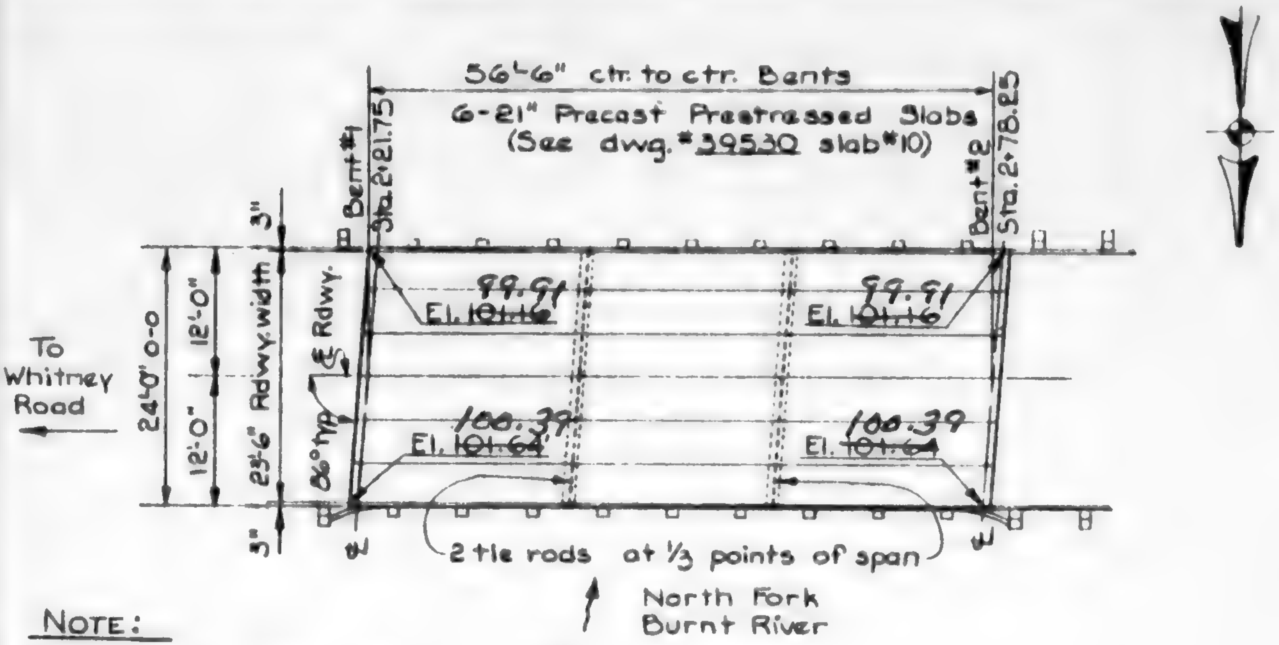
APPROVED

FIELD OPERATIONS ENGINEER

DATE

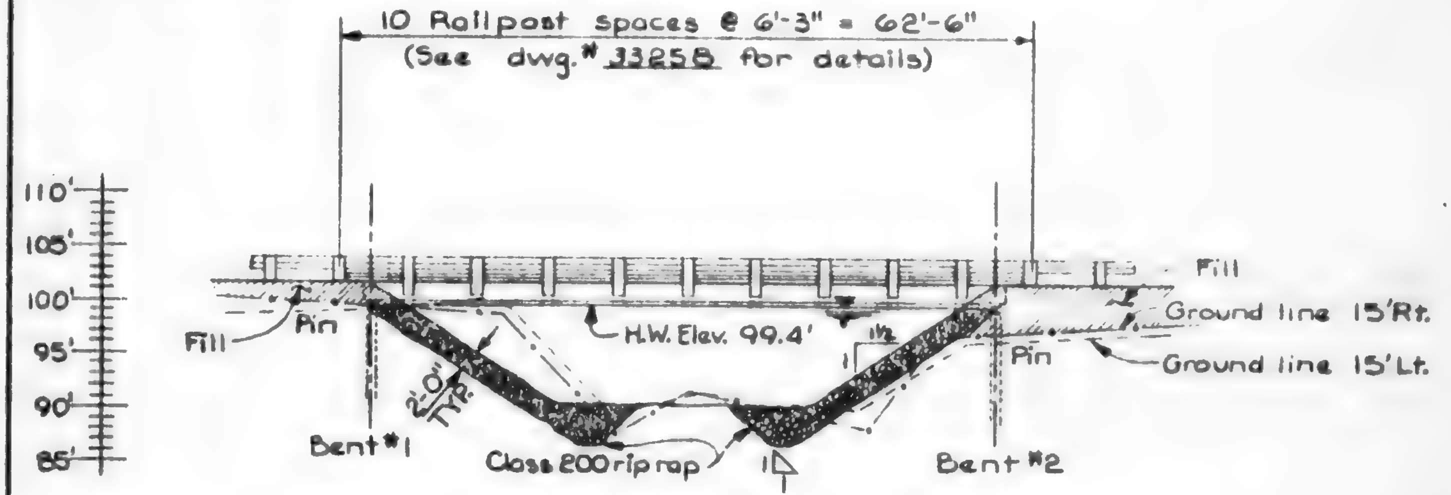
10,165 11-6-85

Mike Schultz

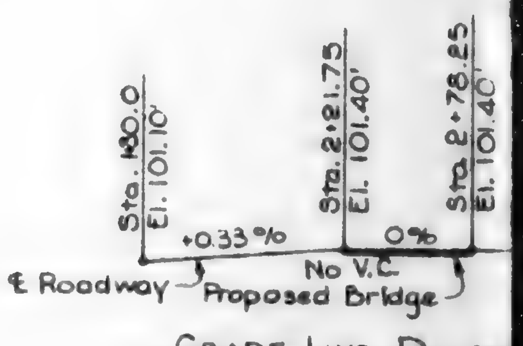

56'-6" ctr. to ctr. Bents
6-21" Precast Prestressed Slabs
(See dwg.#39530 slab#10)
Bent #1
Sta. 2+21.75
Bent #2
Sta. 2+78.25
3"
24'-0" o-o
12'-0"
12'-0"
23'-6" Rdwy. width
℄ Rdwy.
86° Typ.
To Whitney Road
El. ~~101.16~~ 99.91
El. ~~101.16~~ 99.91
El. ~~101.64~~ 100.39
El. ~~101.64~~ 100.39
3"
2 tie rods at 1/3 points of span
North Fork Burnt River

NOTE:
Elevations shown are top of slab at face of rail. Elevations are based on an assumed datum.

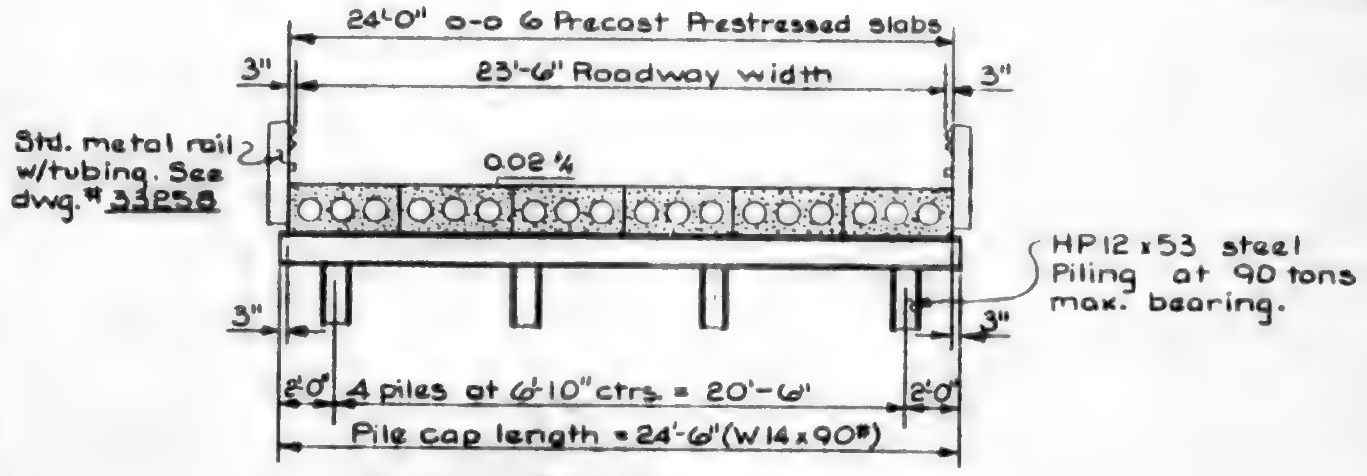
PLAN
Scale 1" = 10'-0"


10 Railpost spaces @ 6'-3" = 62'-6"
(See dwg.#33258 for details)
110'
105'
100'
95'
90'
85'
Fill
Fill
Pin
Pin
H.W. Elev. 99.4'
1½
2'-0" Typ.
Ground line 15'Rt.
Ground line 15'Lt.
Bent #1
Class 200 riprap
℄
Bent #2

ELEVATION
Scale 1" = 10'-0"

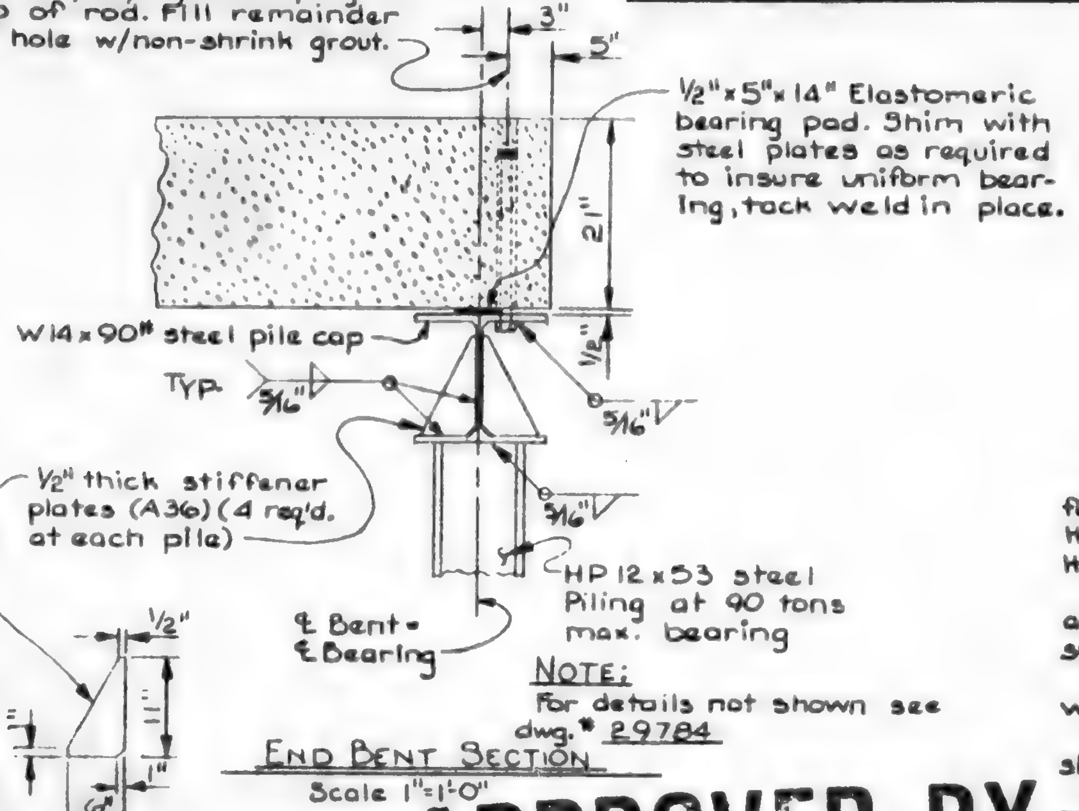

Sta. 180.0
El. 101.10'
Sta. 2+21.75
El. 101.40'
Sta. 2+78.25
El. 101.40'
+0.33%
0%
No V.C.
℄ Roadway
Proposed Bridge

GRADE LINE DIAGR
No Scale


24'-0" o-o 6 Precast Prestressed slabs
3"
23'-6" Roadway width
3"
Std. metal rail w/tubing. See dwg.#33258
0.02'/'
HP12x53 steel Piling at 90 tons max. bearing.
3"
3"
2'-0"
4 piles at 6'-10" ctrs. = 20'-6'
2'-0"
Pile cap length = 24'-6" (W14x90#)

TYPICAL BENT SECTION
Scale ¼" = 1'-0"

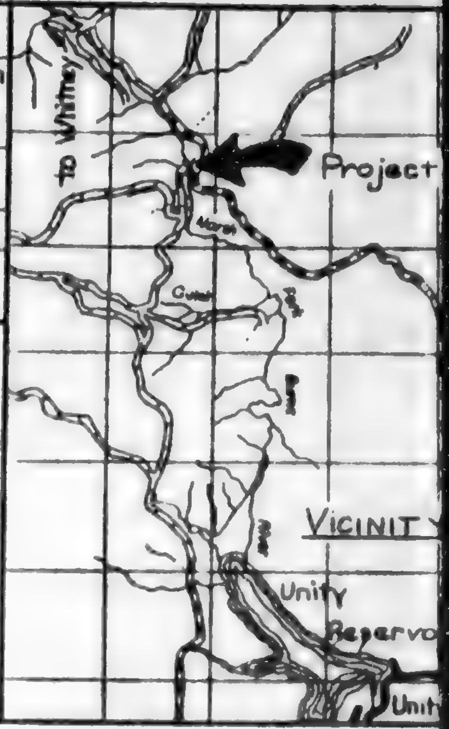
Field drill 1⅛" ø hole in steel pile cap (W14x90#) after slabs are in place and tie rods are tightened. Install 1¼" ø x 1'-7" rod (A36) (threaded bottom end) through hole and place nut on bottom. Weld nut to pile cap as shown. Place 2" ø x 1" thick polystyrene plug on top of rod. Fill remainder of hole w/non-shrink grout.


3"
5"
½"x5"x14" Elastomeric bearing pad. Shim with steel plates as required to insure uniform bearing, tack weld in place.
2'
½"
W14x90# steel pile cap
Typ.
5/16"
5/16"
½" thick stiffener plates (A36) (4 req'd. at each pile)
5/16"
HP12x53 steel Piling at 90 tons max. bearing
℄ Bent = ℄ Bearing
½"
1"
1"
6"

NOTE:
For details not shown see dwg.# 29784

END BENT SECTION
Scale 1"=1'-0"

Hydraulic Data	Design Flood	Base Flood	Maximum Flood (1971)
Discharge-(cfs)	1700	2190	1425
Frequency-(yrs)	25	100	11.5
H.W. Elev. - (ft.) Natural Channel	98.6	99.4	98.1


To Whitney
Project
Unity
Reservo
Unit

VICINITY

GENERAL NOTES:

All material and workmanship form to the Standard Specifica Highway Construction of the Or Highway Division.

Bridge designed for HS 20-44 an allowance of 50 p.s.f. for fut surface.

Prestressing steel shall be in with detail plans.

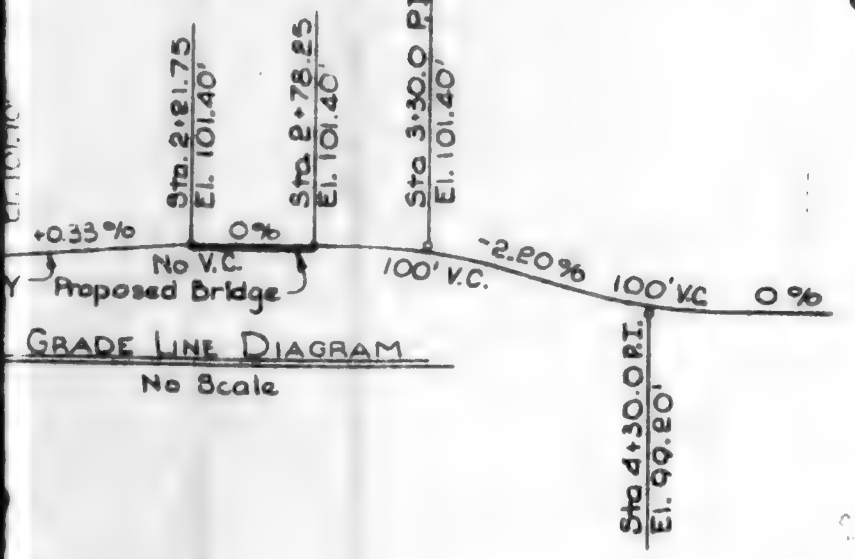
Reinforcing steel for Precast-Pr slabs shall be shown on the d

Concrete in Precast-Prestresse be shown on the detail plans.

All Structural steel shall co ASTM Specification A36.

All piling shall be HP12x5 piling, and driven to a bearin tons per pile.

line 15'Rt.
line 15'Lt.


Sta 2+21.75 El. 101.40'
Sta 2+78.25 El. 101.40'
Sta 3+30.0 P.I. El. 101.40'
+0.33%
0%
No V.C.
Proposed Bridge
100' V.C.
-2.20%
100' V.C.
0%
Sta 4+30.0 P.T. El. 99.20'

GRADE LINE DIAGRAM
No Scale

eel
0 tons
g.

APPROVED BY
COUNTY OF Baker
JUDGE OR CHAIRMAN
Ben K Dunleavy
COMMISSIONER
COMMISSIONER
DATE 11/6/85

ADVANCE PLANS
OCT 22 1985
DO NOT SCALE
DO NOT USE FOR CONSTRUCTIO

DATE	REVISION	BY

APPROVED:
BRIDGE ENGINEER PE
ASSISTANT STATE HIGHWAY ENGINEER PE
M. Bailey
DESIGNED
Mark Ellingson
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRA
BRIDGE DESIGN SECTIO

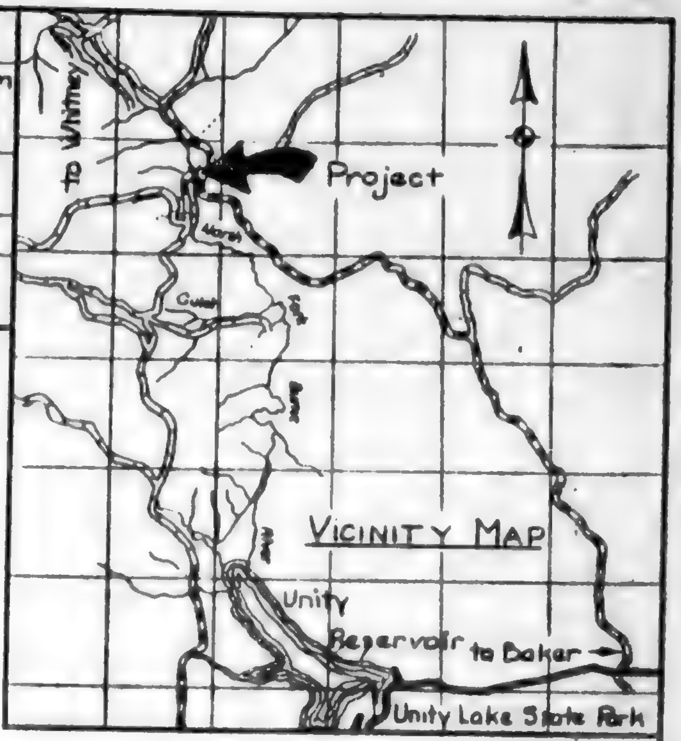
NORTH FORK BURNT RIVER (RICE RO
N.F. BURNT R. (RICE RD) BRI
RICE ROAD - BAKER

PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 29784, 33258, 3
41301
DATE Oct 1985 CALC. BOOK 2104
BRIDGE NO. 16801 DRAWING N

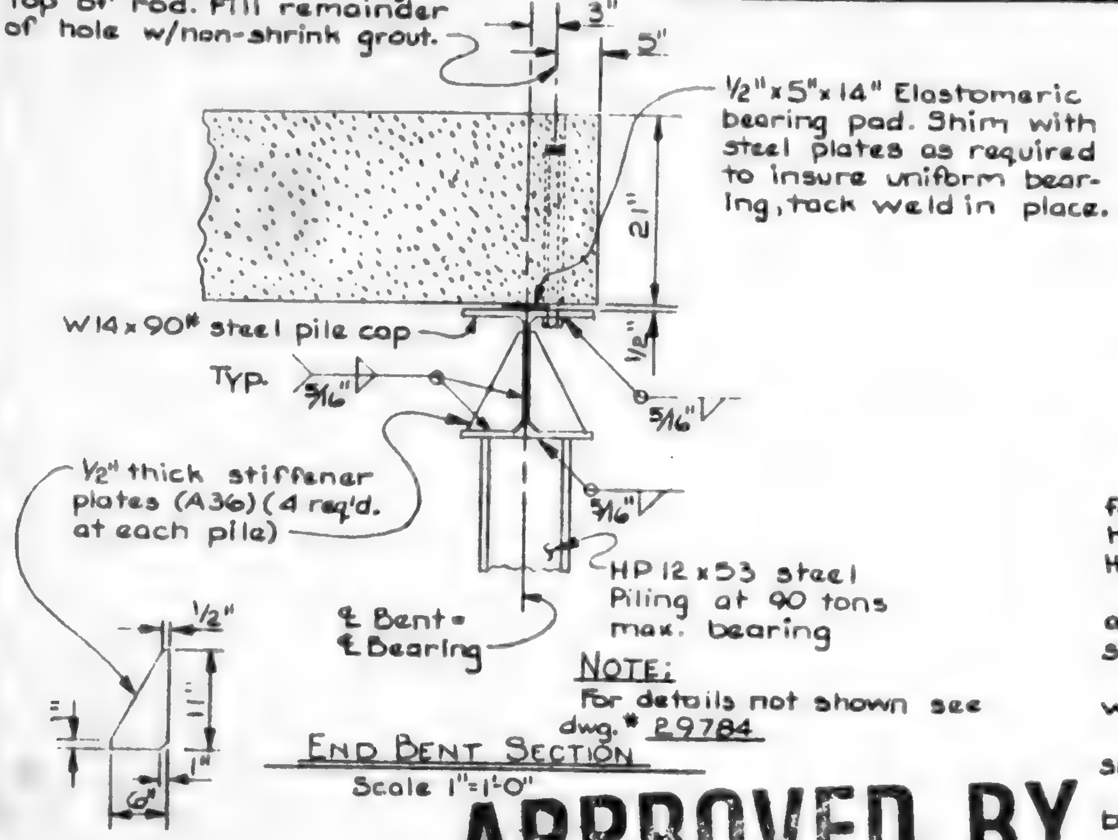
HYDRAULIC DATA

	Design Flood	Base Flood	Maximum Flood (1971)
Discharge-(cfs)	1700	2190	1425
Frequency-(yrs)	25	100	11.5
H.W. Elev. -(ft.) Natural Channel	98.6	99.4	98.1



VICINITY MAP

Field drill 1⅜" ⌀ hole in steel pile cap (W14x90#) after slabs are in place and tie rods are tightened. Install 1¼" ⌀ x 1'-7" rod (A36)(threaded bottom end) through hole and place nut on bottom. Weld nut to pile cap as shown. Place 2" ⌀ x 1" thick polystyrene plug on top of rod. Fill remainder of hole w/non-shrink grout.



1/2"x5"x14" Elastomeric bearing pad. Shim with steel plates as required to insure uniform bearing, tack weld in place.

1/2" thick stiffener plates (A36) (4 req'd. at each pile)

HP 12x53 steel Piling at 90 tons max. bearing

NOTE:
For details not shown see dwg.# 29784

END BENT SECTION

Scale 1"=1'-0"

GENERAL NOTES:

All material and workmanship shall conform to the Standard Specification for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS 20-44 loading with an allowance of 50 p.s.f. for future wearing surface.

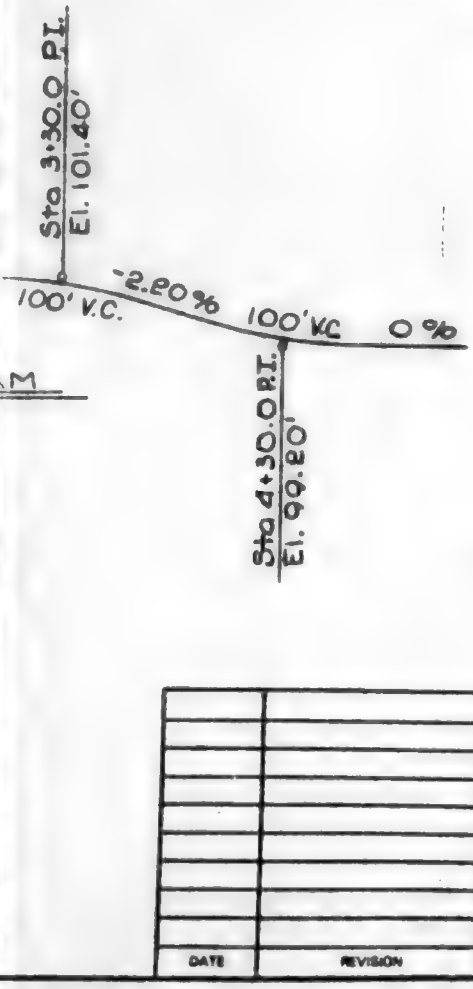
Prestressing steel shall be in accordance with detail plans.

Reinforcing steel for Precast-Prestressed slabs shall be shown on the detail plans.

Concrete in Precast-Prestressed slab shall be shown on the detail plans.

All Structural steel shall conform to ASTM Specification A36.

All piling shall be HP 12x53 steel piling, and driven to a bearing of 90 tons per pile.



APPROVED BY

COUNTY OF Baker

JUDGE OR CHAIRMAN

Ben K Dunleavy
COMMISSIONER

COMMISSIONER

DATE 11/6/85

ADVANCE PLANS

OCT 22 1985

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

DATE	REVISION	BY

APPROVED:
BRIDGE ENGINEER
ASSISTANT STATE HIGHWAY ENGINEER

M. Bailey
DESIGNED
Mark Ellingson
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE
N.F. BURNT R. (RICE RD) BRIDGE SEC.
RICE ROAD - BAKER CO.

PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 29784, 33258, 39530, 41301

DATE Oct 1985 CALC. BOOK 2104 SHEET 1 OF 5
BRIDGE NO. 16801 DRAWING NO. 41300

10,165

10-7-85

Location Engineer's Narrative Report
North Fork Burnt River (Rice Road) Bridge Section
Bridge No. 10406, County Road No. 575
Baker County
October 7 , 1985
Ed Neilsen, P.M.

History: County road no. 575 is a narrow road with widths varying from 10' to 18'. Most of this road is one lane travel. The existing structure was 16' wide and 33' long. It was composed of log beams, wooden plank decking, and notched log abutments and wing walls. The structure has been posted with a 5 ton load limit in recent years. On 10-3-85 this structure collapsed under an overload. Location field work was started in mid-September. Office work started just prior to the structure failure. We have an agreement with Baker County dated 5-6-85, No.8434 for Misc Contracts & Agreements.

Project Control: A "P" line was run on the tangent of the structure from sta 0+00 to 5+00 with sta 2+50 being the midspan of the new structure. Fly lines were run in each quadrant.for a minimum of 250'. Profiles were run for the 500' of roadway and also for 1000' each upstream and downstream of the bridge. An assumed elevation of 4000.00' was used on a RR spike driven into a 30" diameter ponderosa pine tree at sta 3+58, 18.2' Lt.

Project Limits: We strongly recommend that the existing grade and roadway width be matched at the cattle guard at sta 1+30. This would be the beginning of the project. We also recommend that the end of the project be at sta 4+00 which appears to be the PC of a curve. Existing grade and width would be matched here also. We see no reason to extend the project beyond these limits as the existing roadway in either direction is predominantly one lane.

Design Exceptions:

1. We propose to allow the tree at sta 3+58, 18.2' left to remain. This is a 30" diameter Ponderosa Pine.
2. Roadway tapers: at the beginning of the project from the cattle guard to the end of the guard rail flare is a 8:1 roadway taper. Similarly at the end of the project a 14:1 taper is proposed.
3. Use a flat cross-slope on both the roadway and bridge. There is no need to crown the gravel road surface.

Design Criteria: AASHTO: design speed 35 MPH.

Considerations: The road is now closed. It will likely remain closed until reconstruction of the new structure. A detour will not be required. R/W will not be required. Present 60' of R/W is adequate.

Bid Items: A Summary - Bid Schedule - Cost Estimate has been prepared. Those items requiring further elaboration are as follows:

A. Mobilization figured at 8% of other bid items.

B. T.P. & D.T. was not calculated at 3% as usual. Since the entire project can be behind barricades very little is required for temp signing and also flagging should not be necessary. Temp barricades will be used at the ends of the project. T.P. & D.T. cost was taken from Part 1 of the Prospectus.

C. The minor amount of Clearing and Grubbing should be incidental to the other work as described in sect 201.92.

D. Grid Rolled Embankment and Surfacing: Since the quantities of embankment (60CY) and surfacing (160CY) were very small we recommend combining these into one bid item. The material should be the same throughout the cross-section - pit run select. If this method is used we would want

Cu Yd - truck measure as a quantity control. A strongly recommended alternate for earthwork would be on a lump sum basis combining the grid rolled material, the grid roller, and the watering all into one bid item. The lump sum basis is preferred by this office.

E. Guard rail runs are the minimum with W=4', E=0'. Prices for guard rail and associated items were the average of contract 9949 and 9970 - two contracts with similar amounts of small quantities of rail in Region 5.

F. Bridge Removal Work: still necessary to remove abutments and the remainder of the beams and decking. Price shown was from part 1 of the prospectus.

G. Shoring & Cribbing price was compared to two other projects now under construction in Region 5.

H. The structure cost of $40,000 which includes footings, abutments, wing walls, prestress slabs, and two tube steel rail was given to me by the Bridge Sect on 10-4-85 by Jim Chidsey. Ken Archibald also of the Bridge Sect informed me that the prestress slabs for a 36' span would probably be 15" thick.

A note to item D above: the existing shoulder is the same material as the roadway and therefore we do not want to make a vertical cut at the edge of the existing road - only widen.

Items not needed:

A. Removal of Structures and Obstructions will not be required.

B. Fence " " " "

C. Approaches & Driveways " " " "

D. Paving " " " "

E. No filter blanket for rip rap - the native material is suitable.

F. No special wall backfill - use same material as rest of project - select pit run material.

G. No impact panel at ends of structure. Also no waterproof membrane and no paving on the bridge deck

Utilities: None on project.

Anticipated Items: None on project.

Alternates: Since this bridge replacement is now an emergency situation an alternate would be steel piling and a steel pile cap. It is likely that construction would begin in the winter months making a steel pile bent and cap more attractive than a concrete footing and abutment.

Another alternate would be a structural arch plate culvert. Flow capacity would need to be checked by the hydraulics unit.

Sincerely,

Ronald A. Reisdorf

Ronald A. Reisdorf

Asst Proj Manager

for

Ed Neilsen

Project Manager

BAKER COUNTY
BAKER OREGON

COURTHOUSE
BAKER, OREGON
97814

1 RDE Don RECEIVED ...... BPC
2 FDE
LE B ...... FDS
SE ...... CA
FPO OCT 9 1985
PDE Copy All......
LFE ROAD DESIGN Return To......
GTE SECTION B/U..../..../....

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA OCT 07 1985 ☐
RECEIVED
REGION 5 OFFICE

October 3, 1985

Roger Lang
Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Roger:

Due to a recent emergency the Rice Road Bridge that is scheduled for replacement in Spring of 1986 will need to be placed on top priority for immediate replacement.

This refers to North Fork Burnt River (Rice Road) Bridge Section, County Road number 575. HBR project number BROS-0100 (11).

Your immediate attention to this matter will be greatly appreciated.

Sincerely,

Larry L. Smith

Larry L. Smith
County Judge

for

BAKER COUNTY COURT

LLS/dg

c: Christensen ✓
Pool
Hart
Potter
Schleuskie
Nielsen

Survey Prefix: C2011996

Br. # 01C406 Collapsed
see letter of 10/3/85

Note: This project is shown in FY 1987 Program
Oct 86 would be earliest unless we
can advance and use FY 86 Funds

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Neilsen
Project Manager

DATE: October 3, 1985

SUBJECT: EMERGENCY SITUATION
N. Fork Burnt River (Rice Rd.) Bridge Section
Bridge No. 01C46
County Road No. 575, Rice Road
Survey Prefix C201-1996
Baker County

Rick Traw, Roadmaster, Baker County, advised me by telephone, at about 11:40 a.m., October 3, 1985, that the above structure has been destroyed by an apparent overload.

The road is now closed and probably will remain closed until the new proposed structure is construced.

Please complete the work necessary to submit the project to the Region Office as soon as possible.

By copy of this letter I am asking the Location Section, Bridge Section, Final Design Section and Program Section to expedite the project when submitted by the Region.

It is anticipated Joe Schlieski will be Construction Project Manager.

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Rick Traw
D. O. Christensen
Bob Pool
W. J. Hart
Gary A. Potter
Joe Schlieski

1 RDE Don
3 FDE Bill
Copy LE
SE
3 FPC JRm
FDE
LFE
OTE

RECEIVED
OCT 7 1985
ROAD DESIGN
SECTION

BPC
PDS
CA
Copy All
Return To
R/U ..../..../....

81-125-1387

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION North Fork Burnt River (Rice Road) Bridge
HIGHWAY Co. Rd. NO.
COUNTY Baker
NO. 1
REGION 5
AUTHORIZATION NO. 1
PROJECT EA C 201-1996
DATE 6/14/85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICE	5000	13,000	13,000
901 PROJECT ENGINEERING, OTHER OFFICES	N/A		
	N/A		
902 CITIZEN'S INVOLVEMENT	N/A		
903 FINAL DESIGN BRIDGE AND FOUNDATION	74(__)		
	7420		
	5011	6,500	6,500
904 PRELIMINARY DESIGN	7110		
905 FINAL DESIGN	73(00_)	1,900	1,900
906 REDESIGN	73(__)		
907 T.P.D.T. DESIGN	73(31)	600	600
908 FIELD TESTING	5011	2,000	2,000
909 RIGHT-OF-WAY DESCRIPTION	7511		
910 RIGHT-OF-WAY MAPS	7111		
911 SIGN AND SIGNAL DESIGN	76(00_)	200	200
	76(__)		
	5030	200	200
912 RAILROAD MAPS	73(__)		
913 RIGHT-OF-WAY LIAISON			

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
914 UTILITY LIAISON	7783		
	5012	100	100
915 LANDSCAPE DESIGN	7114		
916 PHOTOGRAMMETRY SERVICES	7142		
917 INVENTORY NEEDS			
920 PROJECT PROGRAMMING	06(00)	200	200
921 SPECIFICATIONS AND ESTIMATES	7200	1,500	1,500
923 ENVIRONMENTAL STUDIES	75(__)		
	75(__)		
925 AIR MONITORING	7510		
927 FREE BRIDGE DESIGN	74(00)	5,000	5,000
	74(__)		
929 FREE BRIDGE SPECIFICATIONS	7200	1,000	1,000
933 BASE DESIGN	7141	500	500
934 GEOTECHNICAL INVESTIGATION	7120	100	100
937 HYDRAULIC STUDIES	7143	1,800	1,800
949 SYSTEM STUDIES	N/A		
960 PROCESS PROJECT PROSPECTUS	7144		
961 PREPARE HEARING STUDY DATA	7113		
962 RECONNAISSANCE SURVEYS	71(__)		
963 REVIEW FIELD SURVEYS	7113	800	800

RECEIVED
JUL 29 1985
ROAD DESIGN SECTION

1 RDE
CY FDE
" LE
" SE
4 FPO
2 PDE
LFE
OTE

BPO
UF
CA
Copy All
Return To
R/U / /

Edward S

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID# 02932

SECTION North Fork Burnt River (Rice Road) Bridge

REGION 5

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000	200	200				
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						
				TOTALS		$ 35,700	$ 35,700

RIGHT-OF-WAY RA	PE FUNDING: Federal	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	BROS-0100(11)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Originals Signed By:

PREPARED BY Roger C. Lang	DATE 4-22-85	APPROVED, ASST. HIGHWAY ENGINEER X Duane O. Christensen	DATE 5-31-85
RECOMMENDED, REGION ENGINEER X Warren Richards	DATE 4-22-85	SEC. OR STATE HIGHWAY ENGINEER APPROVAL DATE 5-7-85	
RECOMMENDED, LOCATION ENGINEER X Bob Pool	DATE 5-30-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-3-85	

PROJE~~ PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE ~~SECTION~~ #1C406				REGION 5
STATE HIGHWAY #	HIGHWAY NAME		MILE POST FROM TO	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY	COUNTY BAKER	ROAD/STREET NAME RICE ROAD, CR	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) BAKER COUNTY		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 35	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$ 0	PAVING (✓)		ACRES (#)	0
ROADWAY	$ 35		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ ~~43.2~~ 39.		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 1				RIGHT OF WAY DESCRIPTIONS (S,C,A)	0
Remove Exist. Str.	$ 4		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	0
40% ENGINEERING & CONTINGENCIES	$ 31.9		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 110.9	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 145.9			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/ 86	RECOMMENDED FUNDING SOURCE HBR-OS	RECOMMENDED PROGRAM YEAR 1987 (const.)

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	N	N
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	5-10 est.	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Existing bridge is not capable of carrying legal axle loads. Bridge is structurally decicient, SR = 21.5, appears on the National Inventory of deficient bridges and is shown in the FY 1987 HBR Program.

cc: prog. Sec.
Fed. aid
Local prog.
Location
Environ.
Bridge

PROPOSED SOLUTION

Replace bridge with prestressed, reinforced concrete slab span sturcture, with bolt on guardrail, widen roadway as required, surface with select grid rolled pit run material.

REQUESTED, REGION ENGINEER X	DATE 4-22-85			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION: NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE SECTION #1C406

REGION: 5

PROJECT JUSTIFICATION

Repalcement of this bridge has been a long standing priority of Baker County. Although the ADT is rather low the route is an important link with ranchers, wood cutters and recreation users.

Sufficiency rating of the bridge is 21.5 and has been included on the 1987 HBR Program by the Bridge Selection Committee. Early programming of preliminary engineering is requested by the County so that construction may be accomplished in the first quarter 87. If construction can be accomplished in the July 1 - October 1 time frame, the County is agreeable to closing the route during construction which will eliminate the need of a detour.

It is recommended P.E. be programmed so the field work may be accomplished this fall and be ready for contract in May or early June so construction may be accomplished in the 122 day identified time frame.

This project is consistent with Baker County's established program of replacing deficient bridges. Note: County is requesting 24 foot width of bridge, no plans to oil surface the road in the future.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION: NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE SECTION #1C406

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
N							10	×	10							N
N				2			10 ~~12~~		10 ~~12~~			2				N

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Widen, pit run select, grid rolled		14"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	36	24	39,000 ~~$43,200.00~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Bob P
Location Engineer
Date 5-30-85

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION
NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE #1C406

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

STATE WIDE CATEGORICAL EXCLUSION

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

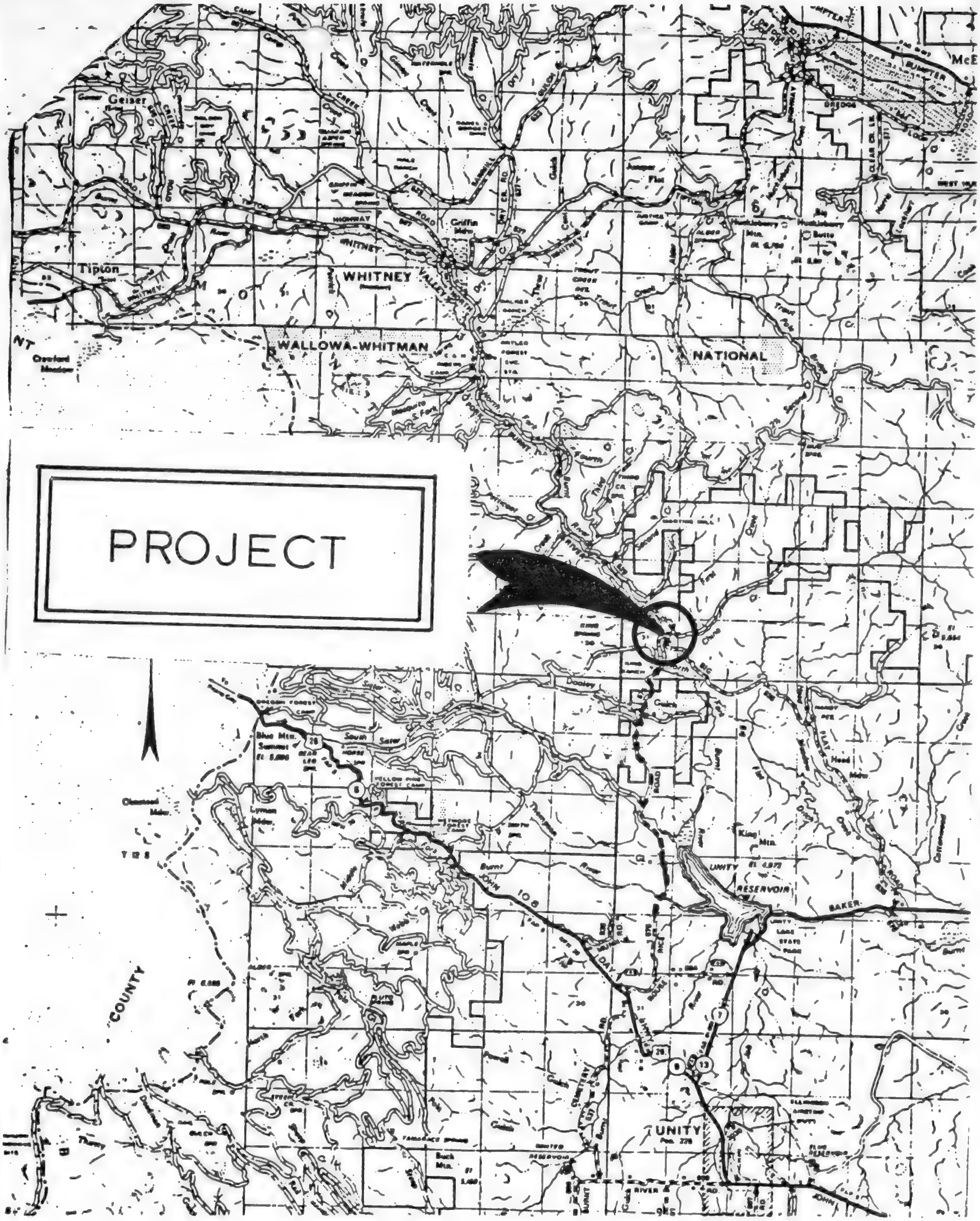
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x John Preston	963-3177	

734-1913 (7-82)


PROJECT
Geiser
Tipton
WHITNEY
Griffin Mdw.
WALLOWA-WHITMAN
NATIONAL
Juniper Flat
Huckleberry Mtn.
Huckleberry Butte
SUMPTER
McE
Blue Mtn. Summit
Olmstead Mdw.
Lyman Mdw.
Burnt River
King Mtn.
Head Mdw.
UNITY RESERVOIR
UNITY LAKE STATE PARK
BAKER
COUNTY
UNITY
Buck Mtn.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0100(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50238

6 TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-3-85

8. FEDERAL ROUTE NUMBER Non Federal Aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
NorthFork Burnt River (Rice Rd.) Br #01C406575-00007

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

*Including archeological salvage and utility preparatory work
TEC $35,700; Federal Funds $28,560.

13 REMARKS

As requested by Mr. Potters PEA dated May 21, 1985.

RECEIVED
STATE HWY ENGR
JUN 4 '85
REFER TO
Potter

14. DATE 6/3/85

15 SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,165

May 31, 1985

PRO

Baker County Court
Attn: Dick Traw, County Roadmaster
Courthouse
Baker, OR 97814

Subject: North Fork Burnt River (Rice Rd.) Bridge
Project No. BROS-0100(11)
Baker County

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8434, the County should submit an advance deposit for its share of the preliminary engineering cost.

Estimate P.E. Cost	$ 35,700.00
Less Free Bridge Design & Sepcs.	(7,500.00)
Less Federal Funds (80%)	(22,560.00)
County's Share (20%)	$ 5,640.00
County's Share and Advance Deposit	$ 5,600.00

Please submit your advance deposit in the amount of $5,600.00 so work may begin on your project. You may use one of the three options described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

Received
6-10-85
UL

MKS:me
Attachments
bc: w/AD 85-53 Roger Lang - Region 5
Vern Skoog - Please return completed AD #85-53 when advance deposit is received.

May 31, 1985

Baker County Court
Third and Court Streets
Baker, OR 97814

AGR 4-2

Attention: Julia Woods
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8434

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the North Fork Burnt River (Rice Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10,165

5-21-85 McNulty

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd. 9.0 mi. N.W. of Unity North Fk. Burnt Riv. (Rice Rd.) Gr. Sec	117	50238	BROS-0100(11)	NON	County Road

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Baker Code 001 Imp. Code 09 Emerg. YR. ____ TYPE/HWY.U/L

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 14 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) Included in Nat'l. Br. Inventory, Br. #01C406575-00007 with SR 21.5.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 35,700
(80%)	FF	$ 28,560
	STATE	$ 1,200
	County	$ 5,940

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: ATTACHED ARE PARTS 1, 2, & 4 OF THE PROJECT PROSPECTUS, & PROJECT MAP.

DDB: KEY #02932

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
May 21, 1985	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

10,165

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

BAKER CO.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02932

SECTION NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE #1C406

REGION 5

Co Rd. SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 04/22/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$13,000	$ ~~13,000~~	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY	-0-	
903 LOCAL GOVERNMENT			918 LOCATION	800		935 SOILS	100	
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	~~200~~
905 FINAL DESIGN	2,500		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS	1,800	
906 BRIDGE DESIGN			921 SPECIFICATIONS	1500		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	-0-		923 ENVIRONMENTAL SECTION	-0-		950 TRAINING	-0-	~~0~~
910 REGION GEOLOGIST	2,000	~~2,000~~	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	6,500	~~6,500~~	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN	5,000		929 Free bridge specs.	1,000	
914 REGION UTILITY LIAISON	100	~~100~~	932 RAILROAD & UTILITIES	100				

TOTALS	$35,700	$35,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

County requests Free Bridge Design and Specifications as provided for by Oregon Revised Statutes.

5-8-85

PREPARED BY Eugene C. Lacey	DATE 4/22/85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 4/22/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION: NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE ~~SECTION~~ #1C406

REGION: 5

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM / TO	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY	COUNTY BAKER	ROAD/STREET NAME RICE ROAD, CR
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) BAKER COUNTY	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 35	GRADING (✓)	X	FILES	(#)	0
RIGHT OF WAY		$ 0	PAVING (✓)		ACRES	(#)	0
ROADWAY	$ 35		STRUCTURES (✓)	X	RELOCATIONS	(#)	0
STRUCTURES	$ 43.2		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 1				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	0
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	0
40% ENGINEERING & CONTINGENCIES	$ 31,7		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**		
TOTAL CONSTRUCTION		$ 110.9	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 145.9					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/ 86	RECOMMENDED FUNDING SOURCE HBR-OS	RECOMMENDED PROGRAM YEAR 1987 (const.)

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	2	2
STRUCTURES	(#)	1	1
SIGNALS	(#)	N	N
BIKE PATH	(Y/N)	N	N
AVERAGE DAILY TRAFFIC		5-10 est.	
YEAR OF AVERAGE DAILY TRAFFIC		1983	

DEFINE THE PROBLEM

Existing bridge is not capable of carrying legal axle loads. Bridge is structurally decicient, SR = 21.5, appears on the National Inventory of deficient bridges and is shown in the FY 1987 HBR Program.

cc: prog. Sec.
Fed. Aid
Local prog.
Location
Environ.
Bridge

PROPOSED SOLUTION

Replace bridge with prestressed, reinforced concrete slab span sturcture, with bolt on guardrail, widen roadway as required, surface with select grid rolled pit run material.

REQUESTED, REGION ENGINEER: X — DATE: 4-22-85

APPROVED, ASST. HWY. ENG. FOR OPERATIONS: X — DATE:

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION: X — DATE:

TRANSP. COMM. APPROVAL DATE: — PROGRAM YEAR: — FUNDING:

734-1911 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION
NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE SECTION #1C406

REGION
5

PROJECT JUSTIFICATION

Repalcement of this bridge has been a long standing priority of Baker County. Although the ADT is rather low the route is an important link with ranchers, wood cutters and recreation users.

Sufficiency rating of the bridge is 21.5 and has been included on the 1987 HBR Program by the Bridge Selection Committee. Early programming of preliminary engineering is requested by the County so that construction may be accomplished in the first quarter 87. If construction can be accomplished in the July 1 - October 1 time frame, the County is agreeable to closing the route during construction which will eliminate the need of a detour.

It is recommended P.E. be programmed so the field work may be accomplished this fall and be ready for contract in May or early June so construction may be accomplished in the 122 day identified time frame.

This project is consistent with Baker County's established program of replacing deficient bridges. Note: County is requesting 24 foot width of bridge, no plans to oil surface the road in the future.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION: NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE SECTION #1C406

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS			N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND			N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE			N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE			N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER			N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106			N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY			N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)			N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY						
ACQUISITIONS		RELOCATIONS				
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)			
0	0	0	0			
RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	

UTILITIES: N (LIST BELOW)

COMPANIES:

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
N							10	×	10							N
N							12		12							N

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Widen, pit run select, grid rolled		14"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	36	24	$43,200.00	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

10,165

#02932

FEDERAL AID PROJECT REQUEST

Date APRIL 17, 1985

Applicant Agency Baker County

Request for: Off-System_____, FAS-C_____, FAUS_____ Project HBR X

Federal Aid Route No. N/A Route Name Rice Road

Project Name N. Fork Burnt River (Rice Rd.) Bridge Sec. (Br. No. 1c406)

Project Length 0.1 mi. Project Location (Attach sketch map)

Project Description Structure - Widen - Grid Rolled Pit Run Surface

Average Daily Traffic 5 - 10 (est.) Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Travel Lanes 2 Shoulders N/A

Medians None Parking

Sidewalks None

Remarks Low Volume gravel road

2. Desired Roadway Cross Section: (Attach sketch)

Width ~~28~~ 24 Travel Lanes 2 Shoulders N/A

Medians None Parking None

Curbed No Length Curb Radii No

Sidewalk/Bikeway No, remote rural location, gravel road

Remarks Taper roadway to existing width, recommend pit run grid rolled surface

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes XXX No_____

3. Will additional right-of-way be needed? Yes_____ No XXX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____

Remarks Road may be closed during construction. The time frame that the road could be closed is July 1st through October 1st.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ REA APR 19 1985 ☐
RECEIVED
REGION 5 OFFICE

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? N/A, Gravel Road

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N. Fork Burnt River (Rice Road)

Type Timber Str/MB

Approach Roadway Width 20 Shoulder Width N/A

Length 33 Width 16

To remain in place?

2. Proposed Structure:

Location Same as above

Approximate Size: Length 36 Width 24

Are sidewalk/bikeways desired: No, remote rural location all road gravel, no plans to oil surface

Are any utilities to be attached to structure? Remote area, no utilities

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? No

Remarks Recommend verical wall abutments, bolt on guard rail, no need to pave bridge deck, impact panel not needed

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No XXX

Name of Railroad ______

Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Rick Traw, Roadmaster Office
2.	Environmental	Rick Traw, Roadmaster Office
3.	Public Hearing	Rick Traw, Roadmaster Office

Remarks Minimal Action Plan requirements anticipated for this porject

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State XXX Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State XXX Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No XXX
If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 35,000.00
Right-of-way costs (if participating)	
Traffic control	1,000.00
Illumination	0.00
Structures	43,200.00
Railroad	0.00
Other________	31,700.00
Preliminary engineering	35,000.00
PROJECT TOTAL	$ 145,900.00

Remarks County requests free bridge design and specifications as provided for Oregon Revised Statutes. This project appears in the FY87 HBR Program. Early programming is requested for P.E.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

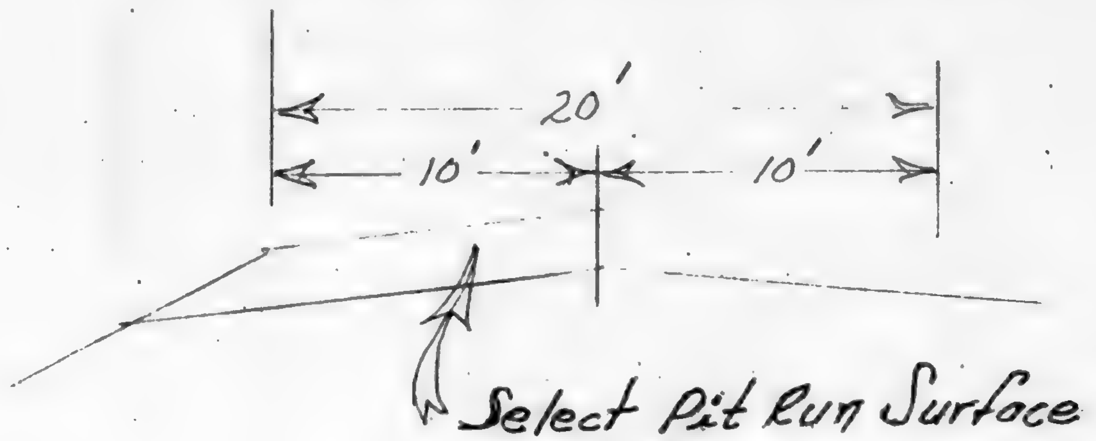
CITY OF ________ and/or Baker COUNTY

By________ By________

By________ By Ben K Donleavy

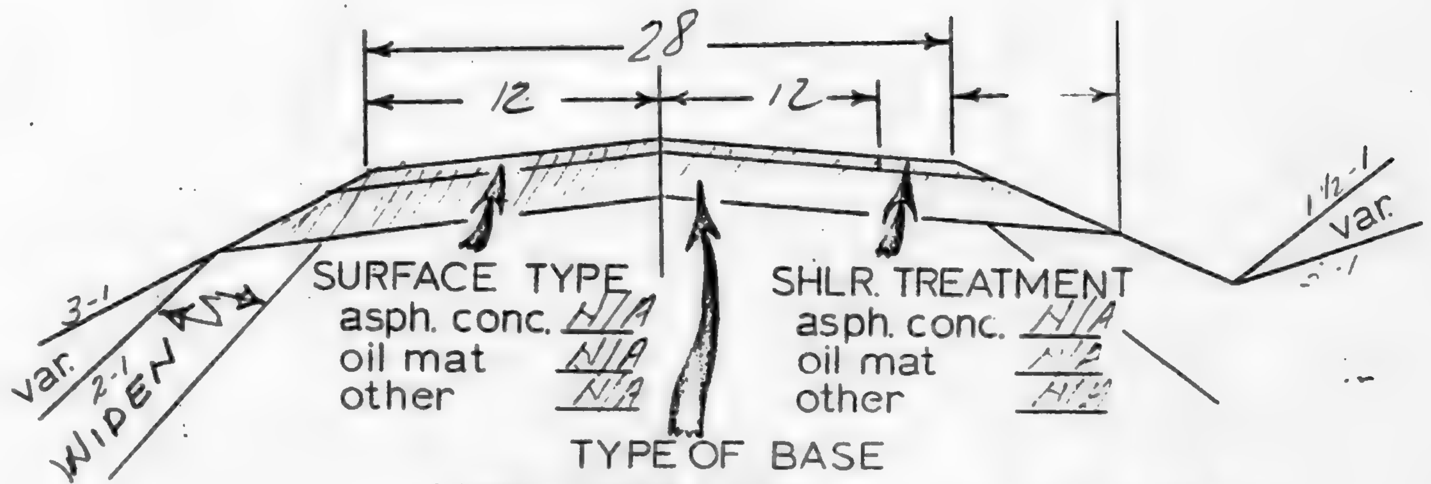
By________

Existing Typical Section



Select Pit Run Surface
10" ± Thkns.

PROPOSED
TYPICAL SECTION
(TAPER)


28
12
12
3-1
var.
2-1
WIDEN
1½-1
var.
2-1

SURFACE TYPE
asph. conc. N/A
oil mat N/A
other N/A

SHLR. TREATMENT
asph. conc. N/A
oil mat N/A
other N/A

TYPE OF BASE
LIME STABILIZED
PIT OR QUARRY RUN 14" Grid Rolled
CRUSHED AGG'R.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02932

SECTION: NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE SECTION #1C406

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX:

DATE: 04/22/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 13,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		0
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN			Free bridge specs.		
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

County requests Free Bridge Design and Specifications as provided for by Oregon Revised Statutes.

PREPARED BY	DATE 4/22/85	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 4/22/85	APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02932

SECTION: NORTH FORK BURNT RIVER (RICE ROAD) BRIDGE #1C406

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

STATE WIDE CATEGORICAL EXCLUSION

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

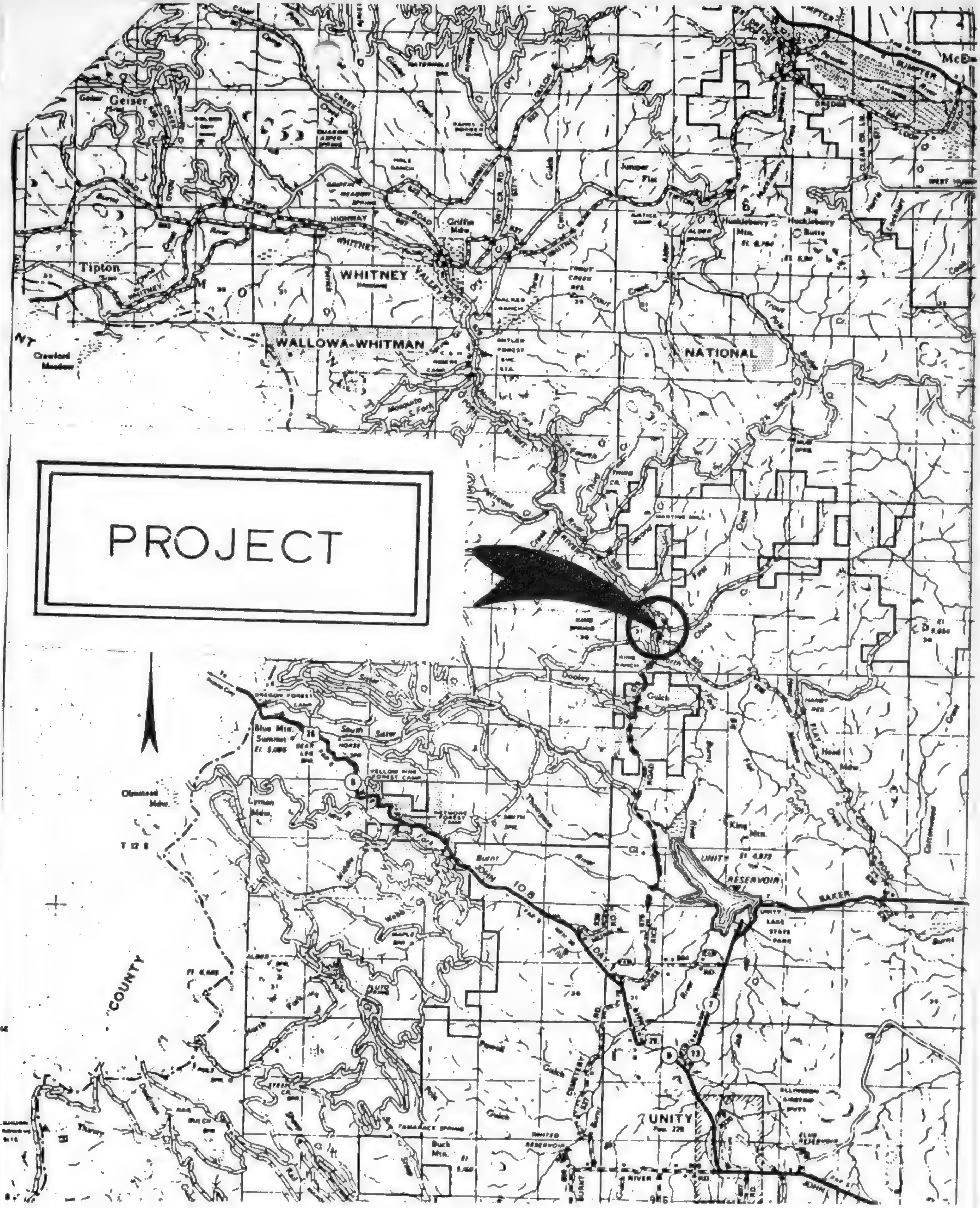
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

734-1913 (7-82)


PROJECT
Geiser
Tipton
WHITNEY
Griffin Mdw.
Juniper Flt.
Huckleberry Mtn.
Big Huckleberry Butte
SUMPTER
WALLOWA-WHITMAN
NATIONAL
Crawford Meadow
Dooley
Gulch
Blue Mtn. Summit El. 5,086
YELLOW PINE FOREST CAMP
Olmstead Mdw.
Lyman Mdw.
Hood Mdw.
King Mtn.
UNITY RESERVOIR
BAKER
UNITY LAKE STATE PARK
COUNTY
Buck Mtn.
UNITY Pop. 275
RIVER
JOHN
DAY
T 12 S

1985 North Fork Alsea River 10,166
Br. Sec. of the Alsea Hwy.
(Maintenance painting)

10,166

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10166

TO: Commission Services

DATE: August 5, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10166, On Site Work Substantially Completed June 2, 1986

All Work Completed July 22, 1986

Project N. Fork Alsea River Bridge

Highway Alsea

County Benton

Type of Work Maintenance Painting

Contractor Coastal Coatings, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-8-86 - Surety letter written.

RECEIVED
AUG 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,166

August 8, 1986

CON 5 - #10,166

The American Insurance Company
Fidelity & Surety Department
P.O. Box 3825
Portland, OR 97208

Contract No. 10,166 awarded to Coastal Coatings, Inc. for work on the North Fork Alsea River Bridge Section of the Alsea Highway in Benton County was completed on July 22, 1986, and accepted by the State Highway Division on August 5, 1986.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 13, 1986.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Coastal Coatings, Inc.
P.O. Box 77043
Seattle, WA 98177

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION P JECTS

PROJECT NAME (SECTION) N. Fk. Alsea River Bridge		WEEK ENDING July 26, 1986
		CONTRACT NO 10166
HIGHWAY Alsea	COUNTY Benton	F A PROJECT NO State
CONTRACTOR Coastal Coatings Corp.	KIND OF WORK Maintenance Painting	DATE OF AWARD December 23, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $43,727.55

ESTIMATED PROJECT COST $41,819

ESTIMATED PERCENT OVERRUN/UNDERRUN - 4 %

ENGINEERING

AUTHORIZATION $3,819 00

COST THIS WEEK $ 0

TOTAL TO DATE $3,819

PERCENT OF AUTHORIZATION 100 %

FIRST NOTIFICATION DATE April 21, 1986

ESTIMATED DATE OF COMPLETION, OR June 2, 1986

SECOND NOTIFICATION DATE AND June 2, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE June 6, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	7/31/86			73	YES

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Painting
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						100

ACTIVITIES THIS WEEK:

Contractor completed project June 2, 1986

Semi-final estimate sent to Region Office on June 6th

Final inspection was held June 13th

Third notice issued July 22, 1986

PROJECT COMPLETED

FINAL REPORT

PROJECT VISITORS: x

ACTIVITIES ANTICIPATED NEXT WEEK:

x

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

x

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Alva D. Vohland
ALVA D VOHLAND

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

1986 Pacific Hwy. East at 10,167
Barlow Rd.
(Gr,pv,sign, & traffic signals)

10167

July 15, 1988

Linnco Electric Co.
P.O. Box 925
Albany, OR 97321

CON

Time Extension Request
Pacific Highway East @ Barlow Road
Contract No. 10167
FAP No. RRS-A595(1)

Your request for reconsideration of our denial of your time extension request and the letter from Huston Welding have been carefully reviewed. I do not agree that the initial pole drawings should have been returned "approved as noted." I do agree that the drawings could have been returned "approved as noted," but I'm sure you realize the fine line that sometimes needs to be drawn in the shop drawing review process. The Highway Division cannot undertake the contractor's responsibility by redesigning shop drawings. Most of the drawings in question contained errors or omissions - admittedly some of them may seem minor. Also, two notations on the initially returned drawings contained inaccurate weld symbols.

The "return for correction" of shop drawings containing errors or omissions is not a valid reason for adjustment of contract time. However, due to the obvious confusion that occurred in this particular process of shop drawing review, and due to the two errors in weld symbol notations, I will waive 22 calendar days of the liquidated damages assessed on this contract. There remains 26 calendar days of liquidated damages charged to this contract.

Donald R. Adams
Deputy State Highway Engineer

bc w/att: Don Forbes
Ken Husby
Bill Anhorn
Don Berg
FHWA
Bruce Walton - Note: This is N-P. Please return 22 days of liquidated damages to the contractor.

OBJ:cm

STATE OF OREGON

KEH

TO: Ken Husby
Construction Engineer

FROM: Arvey Nelson
Project Manager

SUBJECT: Second Consideration-Time Extension Request
Pacific Hwy. E. @ Barlow Road
Contract No. 10167

Submitted for your review is a March 25, 1988 letter received from prime contractor Linnco Electric and a March 14, 1988 letter by Huston Welding. The Huston Welding letter provides additional information regarding signal pole submittals which were returned for correction by the Bridge Section. The return for correction signal pole submittals being the basis for an earlier time extension request which was denied.

The Huston Welding letter mentions meetings with State Highway Personnel following the time extension denial in which Huston States it was agreed shop drawings returned for correction could very well have been returned "Approved as Noted".

I believe it is correct that the State did concede during these meetings that there were signal pole shop drawings returned for correction "that more appropriately could have been returned "approved as noted". I believe it was also agreed that there were red pencil corrections noted on the shop drawings which were contrary to plan standard pole drawings. It is also true that four of the seven poles furnished were non standard poles which required an individual design review and were somewhat independent of standard pole drawing dimension and detail.

I am convinced the State handling of the shop drawing approval process in this particular instance was flawed; certainly not up to normal State Highway Standards of excellence.

This traffic signal contract of $167,415.00 has been assessed 50 days of liquidated damages totaling a $11,000.00 penalty. A late pole delivery was unquestionable a major contributor to the total liquidated damages.

I am in agreement with Huston Welding that his original shop drawings should have been returned "Approved as Noted".

It is again my recommendation that a twenty-two day time extension be granted to cover that period of approval delay from the May 2, 1988 original submittal "Return for Correction" date to the May 23 second pole shop drawing submittal return "Approved as Noted".

7-12-88

Don Adams -
There does not appear to be valid reasons for an adjustment of contract time. However, in order to not assess damages that might seem oppressive on a small supplier I recommend a waiver of 22 c.d. of damages.

81-125-1387

ELECTRIC
LINNCO

HIGHWAY 34 & COLUMBUS S.E.
P.O. BOX 925 ALBANY, OREGON 97321
PHONE (503) 926-4266

March 25, 1988

Arvey [illegible]
Oregon State Highway Division
P. O. Box 14030
Salem, OR 97310

Re: Pacific Highway @ Barlow Road
Contract No. 10167

Dear Arvey:

Enclosed is a letter from Huston Welding regarding the time extension request for this project.

Please pass this information on to the necessary people for further consideration.

Thank you.

Sincerely,

LINNCO ELECTRIC

William R. Coburn

WRC:ib

Enclosure

HUSTON WELDING
CERTIFIED WELDING & MFG.

RECEIVED
MAR 28 1988
RE ☐ ARE ☐ ARE ☐ OFF ☐

RECEIVED
MAR 16 1988

March 14, 1988

Linnco Electric Company
P.O. Box 925
Albany, Oregon 97321

Re: #10167 Barlow Rd. I/C

Dear Bill,

[illegible] payment on the above mentioned contract I have been in meetings with Arvey Nelson, Walter Hart, and Ken Husby over the past few months. During these meetings we went over in detail the shop drawings which were disapproved in April of 1986.

During these meetings also it was determined that certain sheets of the drawings should have been approved as noted. However, I feel that all sheets should have been approved as noted due to the relatively minor changes that were made. Since we cannot order any material until we receive approved shop drawings the unnecessary disapproval of our drawings caused a complete reorganization of schedule which resulted in the poles being delivered late to the jobsite.

On sheet #1 two changes to the mounting heighth of the poles were made. Also a bolt diameter was changed unnecessarily as the original size would have been adequate. I feel both these changes could have easily been approved as noted instead of disapproved as they were.

On sheet #2 weld symbols and the size of posts were changed. According to the standard drawings the 10½" post top was within the 2% variance as required. All of these changes could also have been approved as noted.

Sheet #3 just had two changes on the non-standard pole. Our engineer, when designing pole #5, said a 1 3/4" base plate was sufficient. The bridge section changed this to a 2" base plate. This to me doesn't seem logical because on poles #3 and #7 they had a 1 3/4" base plate with a 45' mast arm. Whereas pole #5 shows only a 30' mast arm with a small luminaire arm at the top. It appears this could have been a discretionary notation between engineers. Also the anchor bolts were changed from A-449 to A-307 grade. I feel the A-449 to be a superior bolt which would have been more than adequate.

HUSTON WELDING
CERTIFIED WELDING & MFG.

RECEIVED
MAR 28 1988

On sheet #4 here again the weld symbols were changed incorrectly by the bridge section. As we showed in subsequent drawings the luminaire arm details would have worked as intended by our drawing since on sheet #3 we had part #23 called out cut to fit. I feel this drawing could have been approved as noted also. As you know the standard drawing for luminaire connection to the mast arm poles will not work as drawn in the standard because the mast arm pole is larger than the connection plates on the luminaire arms.

The [illegible] on sheet #5 was changed from 1 3/4" to 2" and the [illegible] anchor bolts were changed from 2¼" A-449 to 2½" A-307. I feel the original size and grade to be superior. With just these two changes this drawing also could have been approved as noted.

The questions encountered on sheet #6 were basically the same as detailed above for sheet #4.

It has been brought to my attention that certain people feel our installation of a press brake to form poles in our shop was instrumental in the delay of these poles. This was not the case. This job was not scheduled to be formed on our press brake originally. Had these drawings been approved in the first place these poles would have been formed at H & W Metal where all our poles were formed at that time.

As you are aware several of these poles had to be engineered. We received your purchase order on 3-10-86. Our engineer had our engineering data back to us on 3-23-86. Our shop drawings were done by 3-31-86 and mailed to you shortly thereafter. These were not marked disapproved until 4-29-86. It seems that on jobs with just sixty working days to complete everyone involved should realize time is of the essence. It doesn't appear that anyone adheared to this reasoning.

If in fact of the seven drawings the two small luminaire connection details on sheets #4 and #6 were the main problem, these drawings should have been approved as noted with additional luminaire connection details to follow. Thus all material could have been ordered and fabrication could have begun. Any subsequent drawings necessary could have then been submitted as that item was not needed until final stages of fabrication.

It seems we are being unjustly penalized by an over zealous and possibly inexperienced checker in the bridge department.

HUSTON WELDING
CERTIFIED WELDING & MFG.

RECEIVED
MAR 28 1988

☐ ☐ ☐ ☐

I hereby request that all liquid damages be dropped. Please pass this information on through proper channels and get back to me at your earliest possible convenience.

Sincerely,

Duane M. Huston
Huston Welding Inc.

DMH:cmh

cc: file

S. Hwy. 213 • P.O. Box 148
Molalla, Oregon 97038
"A Family Owned Business Established 1974"

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

n Transportation Commission
n, Oregon

Date September 23, 1986

entlemen:

We, the undersigned, respectfully request an adjustment of contract time from July 30, 1986 to August 22, 1986, within which to complete Section Pacific Highway East @ Barlow Road, Contract No. 10,167, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

Delay in return of approved pole drawings by
the Oregon State Highway Division.

Rec'd
Sept
30

Respectfully Submitted,

Linnco Electric Co.
Contractor

By Gene Coburn

CONSENT OF SURETY

Date September 24 1986

We, EMPLOYERS INSURANCE OF WAUSAU A Mutual Company, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact
James F. Darby

Corroon & Black of ORegon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved: ....
Assistant State Highway Engineer

FORM 734-3820 (Rev 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

LINNCO ELECTRIC CO.
Hwy. 34 & Columbus SE
P. O. Box 925
ALBANY, OREGON 97321

(503) 926-4266

LETTER OF TRANSMITTAL

DATE 9-25-86	JOB NO. T8604
ATTENTION Arvey Nelson	
RE: Pacific Highway @ Barlow, Contract No. 10,167	

TO Arvey Nelson
P. O. Box 14030
Salem, OR 97310

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via ____________ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ ____________

COPIES	DATE	NO.	DESCRIPTION
[illegible]	[illegible]		Contractor's Request for Adjustment of Contract Time

REC'D
SEPT
26

SEP 26 [illegible]

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit ____ copies for approval
☒ For your use ☐ Approved as noted ☐ Submit ____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return ____ corrected prints
☐ For review and comment ☐ ____________
☐ FOR BIDS DUE ____________ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS
FILE COPY
ORIGINAL TO CONSTR
OFFICE 11/12/87

COPY TO ____________

SIGNED: F. R. Cahun

5

2ND

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Husby
Region II Construction Engineer

DATE: August 28, 1987

FROM: Arvey Nelson
Project Manager

SUBJECT: Time Extension Request
Pacific Hwy. E @ Barlow Road
Contract No. 10167

Submitted for your review is a Time Extension request received from the Contractor asking that an adjustment of contract time from July 30 to August 22, 1986 be allowed without the assessment of Liquidated damages.

Also enclosed with the Time Extension request are (1) a set of Pole Shop Drawings noted "Return for Correction" (2) A work progress chart, and (3) a summary of contractor activities.

The Contractor states delay in the return of approved Pole Shop Drawings as the basis of the Time Extension request.

Bids were received on January 23, 1986 and on February 4, 1986 this Grade, Pave and Traffic Signal contract for $167,415.00 was awarded to Linnco Electric Co.

The specified completion was 60 calendar days or no later than July 30, 1986.

Contract work began May 19 with all work completed 110 days later on September 5, 1986. At the completion of work, 50 days of Liquidated Damages totaling $11,000,.00 were assessed.

A late pole delivery is unquestionably a major contributor to all Liquidated damages.

In expanding on the Contractors delayed Shop Drawing approval Time Extension request, the actual Shop Drawing scenario is noted.

On April 14, 1986, Pole Shop Drawings, sheets 1 through 7 covering seven poles were submitted for approval. Of the seven poles, four were combination signal mast arm and luminaire arm poles, (two with double luminaire arms and two with single luminaire arms.) two poles were identical mast arm mounted poles for advance warning signs. The Final pole also with mast arm, supported a part time restrictive Railroad sign.

On May 2, 1986, nineteen days after submittal, the Pole Shop Drawings were returned to the Contractor with a, "Return for Correction" notation.

Revised Shop Drawings were received on May 9 and on May 23, 1986. Forty days after the original submittal, "Approved as Noted" Pole Shop Drawings were returned to the Contractor.

It is the Contractors' position that the original May 2nd Shop Drawing return with "Return for Correction" instruction was in error. The Contractor contends the corrections shown on the original Shop Drawings were very minor and an "Approved as Noted" Shop Drawing notation was the appropriate designation to have placed on these returned Shop Drawings.

The twenty two day time Extension request therefore covers that period of approval delay from the original May 2nd submittal return to the May 23 second submittal return "Approved as Noted."

I have reviewed the Shop Drawings in question with our Bridge Engineer. He has agreed that The Bridge Section Notations on five of the seven sheets were very minor and could very well have been returned "Approved as Noted." On the two drawings detailing the double luminaire arm signal poles, however, a sketch showing the attachment detail for the second luminaire arm was not shown with the original drawings. A "Return for Correction: notation was considered appropriate with these two Pole Drawings.

In hindsight, an improved initial Shop Drawing return could have returned "Approved as Noted" five of the seven Shop Drawing sheets. On the two drawings detailing the double luminaire arm poles, the "Return for Correction" notation could have clearly indicated that except for the omitted second pole attachment detail, they also would have been "approved as Noted." Handling the Shop Drawing return in such a manor would have eliminated Contractor concerns and would have allowed without question pole fabrication to begin with the original Shop Drawing return.

In my review of the contract progress I note three areas of excessive time expenditures with respect to pole delivery;
(1) Pole Shop Drawings were submitted April 14, 1986, two months after contract award, (2) Shop Drawings were approved May 23, 1986, 1½ months after the original drawings received, (3) Poles were fabricated and delivered to project August 11, 1986, 2½ months after Shop Drawings approved.

Compared to a normal scheduling I would suggest we have 3-4 weeks excessive time Shop Drawing submittals, 3 weeks excessive Time Shop Drawings approval, and 4 weeks excessive time pole fabrication.

An explanation offered by the Contractor for the excessive time requirement was first that a fully executed contract was not received until February 26, 1986, a month after the bid opening, implying this delayed his shop submittals. Actually the finalized contract delay was created by the Contractor in that copies of the contract forwarded to the Contractor for his signature were returned to the State without all required signatures. This is noted with the summary of Contract Activities.

With the excessive time required for the pole fabrication the pole Manufacturer stated unforeseen problems were encountered with the installation of a new metal break. This piece of equipment is used to form the poles from steel plate sections and the delay in getting the equipment operational created the delay in the pole manufacture. In essence the Local Fabricator building the poles was attempting to become a more competitive Pole Supplier by installing new equipment which would improve their pole production capabilities. Unfortunately pole production schedules were lost with the initial equipment setup.

With the shop drawing approval I will acknowledge the approval period was extended due to poor handling of and poor communication with the State submittal approval and return process.

With a tight traffic signal specified contract completion as was this contract allowing only six months from time bids received (January 23) to specified completion (July 30), getting the traffic signal equipment submittals approved as early as possible is extremely critical. A very important contract item the project manager should really be on top of at all times.

The Contractor did not promptly submit his Shop Drawings for approval and he definitely should bear those damages. The Signal poles were not fabricated in a timely manor and again the Contractor should be responsible for those damages.

I do feel however the State Shop Drawing approval process for this contractor was flawed and that the Contractor should be relieved those damages related to our slow approval.

Several individual areas creating approval delay are noted; Error No. 1: Our Office "we" forwarded pole Shop Drawings to the Traffic Section and not the Bridge Section. Two days were lost from received Traffic to received Bridge Section. Possible error No. 2: Bridge section after 2½ weeks review, returns Pole Shop drawings with "Return for Correction" notations. A return "Approved as Noted" notation seems appropriate, requesting only an added detail to clarify the second arm attachment for the two poles with the double luminaire fixtures. Error No. 3: We again forward corrected Pole Shop Drawings to Traffic Section. Six days lost from received Traffic to received Bridge. Error No. 4: We do not flag "Rush" on corrected Pole Shop Drawings. Designer is busy with another "Rush" project when corrected Pole Shop Drawings arrive. Drawings are put aside until we call inquiring about status of corrected Shop Drawings. With my urgent call the drawings are given an immediate review and a few hours later that same day they are picked up "Approved" at the Bridge section and are promptly that same day placed in the mail to the Contractor.

Our last effort getting the approved Pole Shop Drawings in the mail to the Contractor seems to be the only expedited segment of our entire Pole Shop Drawing approval process.

It is my recommendation that the 22 day Time Extension requested by the Contractor be granted.

This will reduce liquidated damages from a previous 50 days to 28 days.

In summary the remaining 28 days of damages totaling $6,160.00 in it self seems a sever penalty to impose upon a local Oregon Pole Supplier, striving to become a competitive major Pole Fabricator, who unfortunately due to internal gearing up problems failed to meet a contract delivery deadline.

December 3, 1987

CON 5
10167

Linnco Electric Co.
P.O. Box 925
Albany, OR 97321

Time Extension Request
Pacific Highway East @ Barlow Road
Contract No. 10167
FAP No. BRS-A595(1)

Your request for additional contract time to complete the above project has been carefully reviewed. You have based your request on a delay in approval of pole drawings for the project. Your request was for an additional 22 calendar days of additional contract time.

The pole drawings originally submitted were incorrect and required a resubmittal. you are apparently requesting additional contract time for the resubmittal. We cannot grant your request since proper and correct pole drawings are a contractor responsibility. Your request is therefore denied.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Arvey Nelson.

W. E. Schwartz
Assistant State Highway Engineer

bc C. O. Fredrickson
W. G. Anhorn w/att.
Arvey Nelson w/att.
FHWA
Bruce Walton

OBJ:mk sl

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Husby
Region II Construction Engineer

DATE: August 28, 1987

FROM: Arvey Nelson
Project Manager

SUBJECT: Time Extension Request
Pacific Hwy. E @ Barlow Road
Contract No. 10167

○ ○ KEH ○

Submitted for your review is a Time Extension request received from the Contractor asking that an adjustment of contract time from July 30 to August 22, 1986 be allowed without the assessment of Liquidated damages.

Also enclosed with the Time Extension request are (1) a set of Pole Shop Drawings noted "Return for Correction" (2) A work progress chart, and (3) a summary of contractor activities.

The Contractor states delay in the return of approved Pole Shop Drawings as the basis of the Time Extension request.

Bids were received on January 23, 1986 and on February 4, 1986 this Grade, Pave and Traffic Signal contract for $167,415.00 was awarded to Linnco Electric Co.

The specified completion was 60 calendar days or no later than July 30, 1986.

Contract work began May 19 with all work completed 110 days later on September 5, 1986. At the completion of work, 50 days of Liquidated Damages totaling $11,000,.00 were assessed.

A late pole delivery is unquestionably a major contributor to all Liquidated damages.

In expanding on the Contractors delayed Shop Drawing approval Time Extension request, the actual Shop Drawing scenario is noted.

On April 14, 1986, Pole Shop Drawings, sheets 1 through 7 covering seven poles were submitted for approval. Of the seven poles, four were combination signal mast arm and luminaire arm poles, (two with double luminaire arms and two with single luminaire arms.) two poles were identical mast arm mounted poles for advance warning signs. The Final pole also with mast arm, supported a part time restrictive Railroad sign.

On May 2, 1986, nineteen days after submittal, the Pole Shop Drawings were returned to the Contractor with a, "Return for Correction" notation.

Revised Shop Drawings were received on May 9 and on May 23, 1986. Forty days after the original submittal, "Approved as Noted" Pole Shop Drawings were returned to the Contractor.

It is the Contractors' position that the original May 2nd Shop Drawing return with "Return for Correction" instruction was in error. The Contractor contends the corrections shown on the original Shop Drawings were very minor and an "Approved as Noted" Shop Drawing notation was the appropriate designation to have placed on these returned Shop Drawings.

The twenty two day time Extension request therefore covers that period of approval delay from the original May 2nd submittal return to the May 23 second submittal return "Approved as Noted."

I have reviewed the Shop Drawings in question with our Bridge Engineer. He has agreed that The Bridge Section Notations on five of the seven sheets were very minor and could very well have been returned "Approved as Noted." On the two drawings detailing the double luminaire arm signal poles, however, a sketch showing the attachment detail for the second luminaire arm was not shown with the original drawings. A "Return for Correction: notation was considered appropriate with these two Pole Drawings.

yes. KEH

ivision could we done this KEH

In hindsight, an improved initial Shop Drawing return could have returned "Approved as Noted" five of the seven Shop Drawing sheets. On the two drawings detailing the double luminaire arm poles, the "Return for Correction" notation could have clearly indicated that except for the omitted second pole attachment detail, they also would have been "approved as Noted." Handling the Shop Drawing return in such a manor would have eliminated Contractor concerns and would have allowed without question pole fabrication to begin with the original Shop Drawing return.

In my review of the contract progress I note three areas of excessive time expenditures with respect to pole delivery:
(1) Pole Shop Drawings were submitted April 14, 1986, two months after contract award, (2) Shop Drawings were approved May 23, 1986, 1½ months after the original drawings received, (3) Poles were fabricated and delivered to project August 11, 1986, 2½ months after Shop Drawings approved.

Compared to a normal scheduling I would suggest we have 3-4 weeks excessive time Shop Drawing submittals, 3 weeks excessive Time Shop Drawings approval, and 4 weeks excessive time pole fabrication.

An explanation offered by the Contractor for the excessive time requirement was first that a fully executed contract was not received until February 26, 1986, a month after the bid opening, implying this delayed his shop submittals. Actually the finalized contract delay was created by the Contractor in that

True. KEH

yes copies of the contract forwarded to the Contractor for his signature were returned to the State without all required signatures. This is noted with the summary of Contract Activities. No time.

With the excessive time required for the pole fabrication the pole Manufacturer stated unforeseen problems were encountered with the installation of a new metal break. This piece of equipment is used to form the poles from steel plate sections and the delay in getting the equipment operational created the delay in the pole manufacture. In essence the Local Fabricator building the poles was attempting to become a more competitive Pole Supplier by installing new equipment which would improve their pole production capabilities. Unfortunately pole production schedules were Lost with the initial equipment setup. contractor's risk No time

probably true. With the shop drawing approval I will acknowledge the approval period was extended due to poor handling of and poor communication with the State submittal approval and return process.

With a tight traffic signal specified contract completion as was this contract allowing only six months from time bids received (January 23) to specified completion (July 30), getting the traffic signal equipment submittals approved as early as possible is extremely critical. A very important contract item the project manager should really be on top of at all times.

The Contractor did not promptly submit his Shop Drawings for approval and he definitely should bear those damages. The Signal poles were not fabricated in a timely manor and again the Contractor should be responsible for those damages. Agree.

I do feel however the State Shop Drawing approval process for this contract was flawed and that the Contractor should be relieved those damages related to our slow approval. I agree. KGH.

Several individual areas creating approval delay are noted: Error No. 1: Our Office "we" forwarded pole Shop Drawings to the Traffic Section and not the Bridge Section. Two days were lost from received Traffic to received Bridge Section. Possible error No. 2: Bridge section after 2½ weeks review, returns Pole Shop drawings with "Return for Correction" notations. A return "Approved as Noted" notation seems appropriate, requesting only an added detail to clarify the second arm attachment for the two poles with the double luminaire fixtures. Error No. 3: We again forward corrected Pole Shop Drawings to Traffic Section. Six days lost from received Traffic to received Bridge. Must be the mail room" Error No. 4: We do not flag "Rush" on corrected Pole Shop Drawings. Designer is busy with another "Rush" project when corrected Pole Shop Drawings arrive. Drawings are put aside until we call inquiring about status of corrected Shop Drawings. With my urgent call the drawings are given an immediate review and a few hours later that same day they are picked up "Approved" at the Bridge section and are promptly that same day placed in the mail to the Contractor.

Our last effort getting the approved Pole Shop Drawings in the mail to the Contractor seems to be the only expedited segment of our entire Pole Shop Drawing approval process.

It is my recommendation that the 22 day Time Extension requested by the Contractor be granted.

This will reduce liquidated damages from a previous 50 days to 28 days.

In summary the remaining 28 days of damages totaling $6,180.00 in it self seems a sever penalty to impose upon a local Oregon Pole Supplier, striving to become a competitive major Pole Fabricator, who unfortunately due to internal gearing up problems failed to meet a contract delivery deadline.

Disagree.
In contract.
KEH

cc: [illegible]

9-22-87

Kenneth E Husby

Region supports the Project Manager's contention that the Division was not prudent in handling the shop drawings for poles. As an example, I do not feel that 6 days from "Traffic (5th floor) to" Bridge (3rd floor) is reasonable.

Recommend 22 day adjustment and request your concurrence.

11-27-87

W. E. Schwartz –

I cannot and do not agree with Region & Project Manager. The shop drawings were acted upon within the time specified in the contract. The original shop drawings were in error. Had they been correct, no changes would have been eeded. I am embarassed, however, that it has taken us over full year to respond to the contractor's time request.

CE __ CAE __
CCE __ OM __
OE ______
CA ______
CAM ______
EEO ______
RECEIVED
SEP 24 1987
CONSTRUCTION SECTION
SPC __ TC __
SA __ CC __
PE __ CP __
POC ______
OCS ______
FILE ______

10167 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT Sept. 17, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RRS-A-595(1)
COMPLETION DATE (Actual) Sept. 5, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY May 18, 1987	TIME ELAPSED 184 %	CONTRACT TIME 60 C.D.

LOCATION
Pacific Hwy. East at Barlow Road Located at south city limits of Canby.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Grading and asphalt concrete paving to construct roadway pavement overlay.
   - B. Construct raised asphalt concrete islands.
   - C. Install signing and traffic signals.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Linnco Electric Co.
3. Contract Amount: $161,268.33
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

NOTED
W. E. SCHWARTZ

Signature (SHD Official)

Title For Construction Engineer

RECEIVED
STATE HWY ENGR
SEP 25 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FHWA FINAL INSP 11-17-86

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engr	DATE 9/24/87	TITLE Dist Engr	DATE 9-24-87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,167

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10167

TO: Commission Services

DATE: May 18, 1987

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10167, On Site Work Substantially Completed September 5, 1986

All Work Completed May 13, 1987

Project Pacific Highway E. at Barlow Road

Highway Pacific Highway East

County Clackamas

Type of Work Grading, Paving, Signing and Traffic Signals

Contractor Linnco Electric Company

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-3-87 - Surety letter written.

RECEIVED
MAY 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RRS-A595(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90235

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 1, 1986

8. FEDERAL ROUTE NUMBER FAS A595

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Pacific Hwy E. at Barlow Road

11. GENERAL DESCRIPTION OF WORK

Remove the Oak St. road approach to the Pacific Hwy East

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A ~~XXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/1/86 as requested in Mr. Fredrickson's letter of 11/6/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $750; Federal Funds $675.

RECEIVED
STATE HWY ENGR
DEC 2'86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 12/2

14. DATE 12/1/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: NOVEMBER 22, 1986
PROJECT NAME (SECTION): PACIFIC HWY. E @ BARLOW ROAD
CONTRACT NO: C10167
HIGHWAY: PACIFIC HWY. EAST
COUNTY: CLACKAMAS
F A PROJECT NO: RRS-A595(1)
CONTRACTOR: LINNCO ELECTRIC
KIND OF WORK: GRADING PAVING SIGN & TRAFFIC SIGNAL
DATE OF AWARD: FEBRUARY 4, 1986

PROJECT AUTHORIZATION
CURRENT AUTHORIZATION $ 205,068.49
ESTIMATED PROJECT COST $ 205,068.49
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 0.0 %

ENGINEERING
AUTHORIZATION $ 16,260.94
COST THIS WEEK $ 524.92
TOTAL TO DATE $ 16,300.00
PERCENT OF AUTHORIZATION 100 %

FIRST NOTIFICATION DATE: MAY 19, 1986
ESTIMATED DATE OF COMPLETION, OR: SEPTEMBER 1986
SECOND NOTIFICATION DATE AND: SEPTEMBER 5, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: NOVEMBER 1986
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
60CD	07/30/86	60	110.0	183	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	OTHER
ORIG. CONTRACT QUANTITIES	200 cy	750 tn	1,510 tn			
EST. CORRECTED QUANTITIES	200 cy	750 tn	1,510 tn			
EST. PERFORMED TO DATE	220 cy	325 tn	1,610 tn			
PERCENT PERFORMED TO DATE	110	43	106	100	0	0

ACTIVITIES THIS WEEK:

PROJECT COMPLETE.

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

MISCELLANEOUS CLEAN-UP WORK.
SEMI-FINAL TO BE SUBMITTED NOVEMBER 10, 1986
FINAL INSPECTION TO BE COMPLETED NOVEMBER 1986
TRAFFIC SIGNAL TURN ON SEPTEMBER 4, 1986.
LAST REPORT !!

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
ARVEY NELSON

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,1167

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 2-128	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
PROJECT REPORT NUMBER	2/11/86	Project Number RRS-A595(1)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 118,445	$ 333,513
Federal funds	$ 106,600	$ 300,160
Other revisions		

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

For: Larry Rulien
XXX

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon February 6, 1986

Federal-Aid Project No. RRS-A595(1)

SPTC X'ing @ Barlow Road Section
County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 16,700.00
		Total	$ 16,700.00

Type Code Y018
Signal and Gates

Work by SPTC Forces (OFFW #1)	All Required		$ 104,455.00
Work by State Forces (OFFW #2)	All Required		1,970.00
		Subtotal	$ 106,425.00
		Engineering	5,320.00
		Total	$ 111,735.00

Type Code Y031
Traffic Signal (Barlow Rd. & Pacific Highway East)

Mobilization	Lump Sum	All	Lump Sum	$ 9,565.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,300.00
Temporary Signs	Sq. Ft.	210	2.50	525.00
Temporary Barricades	Each	2	40.00	80.00
Sequential Arrows Signs	Each	1	250.00	250.00
Flaggers	Hour	240	18.00	4,320.00
General Excavation	Cu. Yd.	200	10.00	2,000.00
Aggregate Base	Ton	750	9.00	6,750.00
Class "C" Asphalt Concrete	Ton	1,510	29.50	44,545.00
Concrete Curbs, Type C	Lin. Ft.	160	6.00	960.00
Removal of Existing Sign Installation	Lump Sum	All	Lump Sum	94.50
Wood Sign Posts	Lump Sum	All	Lump Sum	300.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	1,221.00
Type "D" Signs in Place	Sq. Ft.	48	7.50	360.00

Type "EE" Signs in Place	Sq. Ft.	9	10.00	90.00
Type "U" Signs in Place	Sq. Ft.	83	7.50	622.50
Traffic Signal Installation, Complete	All Required			85,432.00
Model 170 Controller Equipment, Complete	All Required			8,000.00
				$ 167,415.00

Anticipated Items

Railroad Protective Costs	All Required		$ 4,800.00
Permanent Pavement Striping	All Required		4,500.00
Signal Controller Testing & Turn-on	All Required		1,925.00
State Furnished PROM Program	All Required		700.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required		837.08
			$ 12,762.08
		Subtotal	$ 180,177.08
		Engineering	24,323.92
		Total	$ 204,501.00

Retain in Reserve

Railroad Cost	All Required		$ 500.00
		Subtotal	$ 500.00
		Engineering	67.00
		Total	$ 567.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State (PUC) Funds
Preliminary Engineering	$ 16,700.00	$ 15,030.00	$ 1,670.00
Signal & Gates	111,745.00	100,570.00	11,175.00
Traffic Signals	204,501.00	184,050.00	20,451.00
Subtotal	$ 332,946.00	$ 299,650.00	$ 33,296.00
Reserve	567.00	510.00	57.00
Total	$ 333,513.00	$ 300,160.00	$ 33,353.00

Group 011: 100%
Contract No. 10,167
Prefix: C503-1902 (PE)
Prefix: C503-1024 (RR Signal & Gates)
Appn Code: 138

CPL:bkb

Gen. Files W

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9 125	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County CLACKAMAS
MODIFICATION NUMBER 2	9-24-85	Project Number RRS-A595(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 71,565.00	$ 118,445.00
Federal funds	$ 64,408.00	$ 106,600.00
Other revisions		

This modification is made for the following reasons: Adding supplemental Railroad Agreements 1 and 2 to project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of SEP, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: E. S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

RECEIVED
SEP 26 1985
[illegible] Aid Unit

Form PR-2A

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 5, 1985

FEDERAL AID PROJECT NO. RRS-A595(1)

SPTC X'ING @ BARLOW ROAD SECTION
COUNTY ROAD IN CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 6,700.00
	TOTAL	$ 6,700.00

TYPE CODE Y018
SIGNALS & GATES

Work by SPTC Co. (OFFW #1)	All Required	$104,455.00
Work by State Forces (OFFW #2)	All Required	1,970.00
	SUBTOTAL	$106,425.00
	Engineering	5,320.00
	TOTAL	$111,745.00

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	PUC FUNDS
Preliminary Engineering	$ 6,700.00	$ 6,030.00	$ 670.00
Signals & Gates	111,745.00	100,570.00	11,175.00
SUBTOTAL	$118,445.00	$106,600.00	$11,845.00
Retained in Program	72,810.00	65,529.00	7,281.00
TOTAL	$191,255.00	$172,129.00	$19,126.00

Group 1: 100%
Prefix: 503-1902
Prefix: 503-1024

DRH:pf

RECEIVED
SEP 26 1985
Federal Aid Unit

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-130	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 1	10-12-84	Project Number RRS-A595(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 8, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 66,865.00	$ 71,565.00
Federal funds	$ 60,178.00	$ 64,408.00
Other revisions		

This modification is made for the following reasons: to include approved increase in preliminary engineering expenditure.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12 th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

GEN. FILE

Oregon State Highway Division
Salem, Oregon October 19, 1984

Federal-Aid Project No. RRS-A595(1)

SPTC X'ing @ Barlow Road Section
County Road in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 6,700.00
		Total	6,700.00

Type Code Y018
Signals & Gates

Total as on estimate of March 2, 1982	$ 64,865.00

5

5

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	PUC Funds
Preliminary Engineering	$ 6,700.00	$ 6,030.00	$ 670.00
Signals & Gates	64,865.00	58,378.00	6,487.00
Total	$ 71,565.00	$ 64,408.00	$ 7,157.00

Group 1 100%
Prefix: 503-1902
Prefix: 503-1024

WH:bkb

STATE COPY

2.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3 103	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/8/82	State: Oregon County: Clackamas Project No.: RRS-A595(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., SPTC Xing @ Barlow Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-5-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	2-3-81	0.0

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 90.0%
$ 66,865.00	$ 60,178.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator: MAR 8 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

Oregon State Highway Division
Salem, Oregon March 2, 1982

Federal-Aid Project
No. RRS-A595(1)

SPTC X'ing @ Barlow Road Section
County Road in Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 2,000.00
	TOTAL	$ 2,000.00

Type Code Y018
Signals & Gates

Work by SPTC Co. (OFFW #1)	All Required	$59,900.00
Work by SPTC Co. (OFFW #2)	All Required	1,970.00
	SUBTOTAL	$61,870.00
	Engineering	2,995.00
	TOTAL	$64,865.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	PUC Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Signals & Gates	64,865.00	58,378.00	6,487.00
TOTAL	$66,865.00	$60,178.00	$6,687.00

Group 1	100%
Prefix:	503-1902
Prefix:	503-1024

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION
LOC 3

TO: FILES

DATE: February 5, 1985 6

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
January 23, 1986 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened January 23, 1986 on the following projects:

1. Project postponed

2. Pacific Highway East @ Barlow Road
   South City Limits of Canby
   Clackamas County
   Traffic Signals.

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

3. S.E. 82nd Avenue @ S.E. Causey Road
   2 Miles south of Portland
   Clackamas County
   Traffic Signals.

   Same as No. 2.

4. Coos Bay-Roseburg Highway @ M.P. 42.0
   Coos Bay-Roseburg Highway, 21 miles east of Myrtle Point
   Coos County
   Earthwork and Drainage.

   Adequate shoulders will be provided.

5. Elk Creek Bridge Section
   Dodes Road, approximately 10 miles north of Trail
   Jackson County
   Bridges of Grade Separation Structures.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. North Grants Pass Interchange
Rock Point Section of the Pacific Highway
Jackson & Josephine Counties
A.C. Pavement & Oiling, Portland Cement Pavement
Bridges & Grade Separation Structures.

   6'-10' shoulders are incorporated into project and will adequately accommodate bicycles.

7. N. Fork Malheur River (Beulah Road) Bridge
Beulah Reservoir Road
Malheur County
Bridges and Grade Separation Structures.

   Same as No. 5.

8. Santiam River Bridge (Southbound) Section
Pacific Highway approximately 9 miles north of Albany
Marion & Linn Counties
Miscellaneous Highway Appurtenances.

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

9. Columbia Slough Bridge Section
Pacific Highway East in North Portland
Multnomah County
Painting Bridges.

   Same as No. 8.

10. N.E. 60th Avenue-N.E. 82nd Avenue Section
North East Portland Highway
Multnomah County
Earthwork and Drainage, Aggregate Bases, A.C. Paving and Oiling.

    Bike lanes, sidewalks and ramps are incorporated in the project. Pedestrian signals for pedestrian and bicycle traffic will be provided.

11. Sandy River Bridge Section
Crown Point Highway in Troutdale
Multnomah County
Painting Bridges.

    Same as No. 8.

12. Meacham-Hilgard Interchange and Upper Perry Interchange Sections
    Old Oregon Trail Highway, 23 Miles West of LaGrande
    Umatilla and Union Counties
    Earthwork and Drainage, A.C. Pavement and Oiling.

    4'-10' shoulders are incorporated into project and will adequately accommodate bicycles.

13. Umatilla River Bridge Section
    Johnson Street @ the Westerly City Limits of Stanfield
    Umatilla County
    Bridges and Grade Separation Structure.

    4' shoulder will adequately accommodate bicycle.

14. Tualatin Valley Highway @ S.W. 91st Avenue
    Tualatin Valley Highway approximately 1/2 mile north of Beaverton
    Washington County
    Traffic Signals.

    Same as No. 2.

LWR:DH:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02492

SECTION SPTC X'ing @ Barlow Road

HIGHWAY Pacific Hwy East NO. 1E

COUNTY Clackamas NO. 03

REGION 2

AUTHORIZATION NO. 3

PROJECT EA C503-1902

DATE 12-13-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	8006	7,500	7,500	**914** UTILITY LIAISON	7783	200	200
					2041	300	300
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A			**916** PHOTOGRAMMETRY SERVICES	7142		
	N/A			**917** INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			**920** PROJECT PROGRAMMING	06(00)	200	200
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(_ _)			**921** SPECIFICATIONS AND ESTIMATES	7200	2,000	2,000
	74(_ _)			**923** ENVIRONMENTAL STUDIES	75(_ _)		
					75(_ _)		
904 PRELIMINARY DESIGN	7112				75(_ _)		
905 FINAL DESIGN	73(00)	1,300	1,300	**925** AIR MONITORING	7510		
906 REDESIGN	73(_ _)			**927** FREE BRIDGE DESIGN	74(_ _)		
907 T.P.D.T. DESIGN	73(31)	200	200		74(_ _)		
908 FIELD TESTING				**929** FREE BRIDGE SPECIFICATIONS	7200		
909 RIGHT-OF-WAY DESCRIPTION	7111			**933** BASE DESIGN	7141		
910 RIGHT-OF-WAY MAPS	7111			**934** GEOTECHNICAL INVESTIGATION	7120		
911 SIGN AND SIGNAL DESIGN	76(00)	5,000	5,000	**937** HYDRAULIC STUDIES	7143		
	76(_ _)			**949** SYSTEM STUDIES	N/A		
	76(_ _)			**960** PROCESS PROJECT PROSPECTUS	7144		
				961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(_ _)			**962** RECONNAISSANCE SURVEYS	71(_ _)		
913 RIGHT-OF-WAY LIAISON				**963** REVIEW FIELD SURVEYS	7113		

Continued on Page 2

RECEIVED
JAN 7 1986
ROAD DESIGN SECTION

1 RDE
Cy FDE
11 SE
LE
LFE
GTE
2 PDE
3 PDS
EPM

LPC
LA
LDS
RWD
FLC
4 OFFICE JKim
Copy All
Return To

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID # 02492

SECTION SPTC X'ing @ Barlow Rd.

REGION 2

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000						
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						
				TOTALS		$ 16,700	$ 16,700

RIGHT-OF-WAY EA	PE FUNDING Federal	PREVIOUS AUTHORIZATION	$ 6,700
FEDERAL AID PROJECT NUMBER RRS-A595(1)		ADD. AUTH. REQUIRED	$ 10,000

LOCATION ENGINEER'S REMARKS

PREPARED BY Original Signed By Pete Fidler	DATE 8-20-85	APPROVED, ASST. HIGHWAY ENGINEER X	DATE
RECOMMENDED, REGION ENGINEER Original Signed By: X Kenneth E. Husby	DATE 11-12-85	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 12-16-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-18-85	

734-1914 (6-85) cont.

PROJE PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2417

SECTION: SPTC ~~Xing W~~ @ Barlow Road (Clackamas Co.)

REGION: 2

STATE HIGHWAY # 1E	HIGHWAY NAME Pacific Highway East	MILE POST FROM 22.88	LENGTH -0-
☒ URBAN ☐ RURAL	CITY -	COUNTY Clackamas	ROAD/STREET NAME
ROUTE # OR 99E	FEDERAL AID # FAP 26	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 15	GRADING	(✓)	-	FILES	(#)	0
RIGHT OF WAY		$ -	PAVING	(✓)	-	ACRES	(#)	0
ROADWAY	$ 2		STRUCTURES	(✓)	-	RELOCATIONS	(#)	0
STRUCTURES	$ -		SIGNING	(✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 75.0		SIGNALS	(✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$ -		ILLUMINATION	(✓)	-	CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 2					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	n/a
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	n/a
40% ENGINEERING & CONTINGENCIES	$ 23		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 102.0	WORK TYPE	(1-12)	9	☒ CONTRACT ☐ STATE FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 117.0				☐ CITY FORCE ☐ COUNTY FORCE		

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/86	RECOMMENDED FUNDING SOURCE RRS	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	5	5
STRUCTURES	(#)	-	-
SIGNALS	(#)	0	1
BIKE PATH	(Y/N)	N	N
AVERAGE DAILY TRAFFIC		8,850	15,045
YEAR OF AVERAGE DAILY TRAFFIC		1983	2000

DEFINE THE PROBLEM

Warrants for signalization have been met for this intersection.

This section of highway has regional classification and has been identified as a part of the statewide bicycle system.

PROPOSED SOLUTION

Install a signal (coordinated with railroad gates) at Barlow Road on Pacific Hwy East. Currently Hwy 99 has a five lane typical at this intersection. No additional widening is anticipated.

REQUESTED REGION ENGINEER X Kenneth E Husby	DATE 11/12/85			
APPROVED. ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE 25 Jul 79	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2492

SECTION SPTC Xing @ Barlow Road

REGION 2

PROJECT JUSTIFICATION

Warrants for signalization have been met at this intersection.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 24917

SECTION: SPTC Xing @ Barlow Road

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	S	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	S	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 0	NEW (#) 1

RIGHT-OF-WAY				UTILITIES	3	(LIST BELOW)
ACQUISITIONS		RELOCATIONS		COMPANIES		
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)	Canby Telephone Assoc. Portland General Electric Southern Pacific Railroad		
0	0	-	-			

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				8		12	12	14	12	12		8				
				8		12	12	14	12	12		8				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2497

SECTION	BRIDGE NO.	REGION
SPTC Xing W Barlow Road		2

ESTIMATED RIGHT-OF-WAY IMPACTS, INCLUDING EASEMENTS, NUMBER OF PARCELS, ACREAGE AND IMPROVEMENTS

No right-of-way is anticipated to be needed.

ESTIMATED IMPACT ON LAND USE, BUSINESSES AND NEIGHBORHOODS, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There would be no impact on land use, businesses, and neighborhoods because the project only involves the placement of a traffic signal and no right-of-way will be acquired. The project is not regulated by the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY, INCLUDING CONSTRUCTION IMPACTS, DETOURS, ETC.

Traffic volumes and flow patterns will not change. Traffic safety will be improved by the traffic control. Construction impacts will be minor involving the closing of only one lane at a time.

ESTIMATED IMPACT ON RIVERS, STREAMS, ESTUARIES, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL RESOURCES

None of these resources appear to be present. The project will have no measurable impact on the natural environment.

ESTIMATED IMPACT ON PARKS, AGRICULTURAL LANDS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Parks, historic properties, and cultural and scenic resources do not appear to be present. Agricultural lands are present in the vicinity, but will not be affected by the project.

PRELIMINARY IDENTIFICATION OF POTENTIAL AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION) ☒ STATEWIDE

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

REASONS FOR PROPOSED CLASSIFICATION

The project is a traffic signal that does not require right-of-way and will have no significant impact.

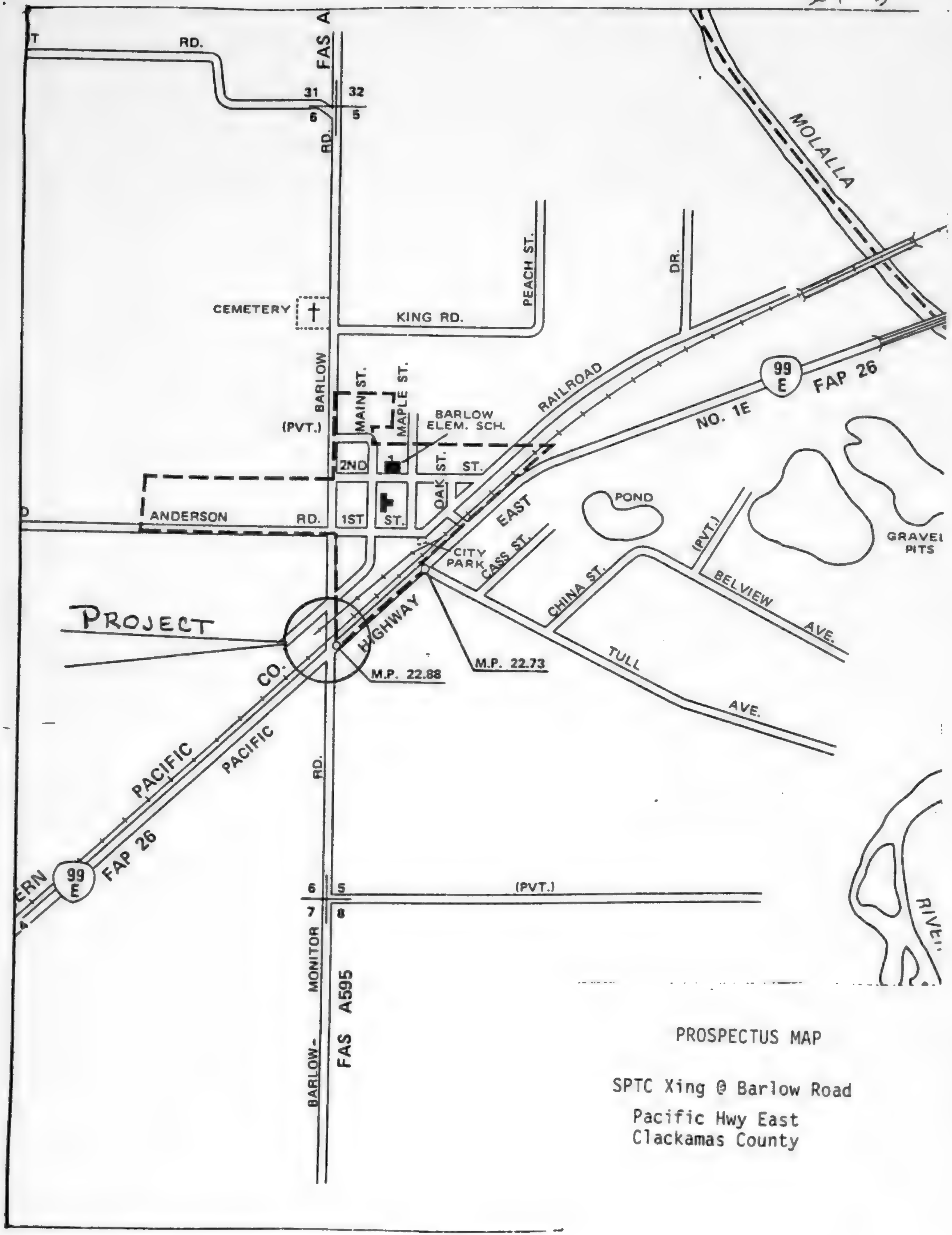
OTHER REQUIRED ENVIRONMENTAL DOCUMENTATION

☐ COAST GUARD PERMIT
☐ CONDITIONAL USE PERMIT
☐ CULTURAL RESOURCE CLEARANCE
☐ DSL REMOVAL/FILL PERMIT
☐ ENDANGERED SPECIES CLEARANCE
☐ FORM AD 1006 (SCS)
☐ INDIRECT SOURCE PERMIT
☐ NOISE STUDY REPORT
☐ PLAN AMENDMENT
☐ SECTION 4(f) EVALUATION
☐ SECTION 404 PERMIT
☐ STATEWIDE GOAL EXCEPTION (L.C.D.C.)
☐ ZONING VARIANCE
☐ OTHER (SPECIFY) ____

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Brian Gregor	378-2626	

734-1913 (6-85)

2457


RD.
FAS A
31
32
6
5
RD.
MOLALLA
PEACH ST.
DR.
CEMETERY
KING RD.
BARLOW
MAIN ST.
MAPLE ST.
(PVT.)
BARLOW ELEM. SCH.
RAILROAD
99 E
FAP 26
NO. 1E
2ND
ST.
OAK ST.
ANDERSON
RD.
1ST
ST.
EAST
POND
GRAVEL PITS
CITY PARK
CASS ST.
(PVT.)
CHINA ST.
BELVIEW
AVE.
PROJECT
CO.
HIGHWAY
M.P. 22.88
M.P. 22.73
TULL
AVE.
PACIFIC
PACIFIC
RD.
ERN
99 E
FAP 26
6
5
(PVT.)
7
8
BARLOW-
MONITOR
FAS A595
RIVE

PROSPECTUS MAP

SPTC Xing @ Barlow Road

Pacific Hwy East
Clackamas County

1985 Dry Creek Bridge Sec. 10,168
of Davis Road.
(Grading & structure)

C&A 8212 9-7-84

10,168.

08894 051789

YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 6067	AGENCY 02	DATE 1/12/88	CURRENT DOCUMENT NUMBER 146536
				VENDOR NUMBER 000011028800

Crook County
County Courthouse
Prineville, OR 97754

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
~~617~~ 350	C10168011	~~102~~	8027			844010	10	$ 2,132.06

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION: Final Settlement on BROS-700 (6 & 7), Dry Creek (Davis Road) Bridge Agreement 8212.

	TOTAL PRICE
Total Project Cost	$ 81,961.40
Less: State Share ½ Const. Match	(6,367.38)
Less: County's Advance Deposit	(9,500.00)
Less: State Share of Nonparticipating Project Cost	(2,187.87)
Less: Federal Share	(61,774.09)

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
JAN 26
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

1140

PAID
5-17-89 Sm

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 2,132.06

-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz (INVOICE PREPARER) PH. 378-6514

U# 6031
5-20-2506
RD 334
9-

ROM RE ROE RAS FAS
RTS RECEIVED GEO
RUS APR 21 1989 RDS
RSO REGION 4 RBI
ASSIGNED ______

KEY PUNCHED
MAY 08 1989

RECEIVED
STATE HWY ENGR
MAY 16 '89
ASSIGNED TO

FOR						
INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

COUNTY OF CROOK — COUNTY TREASURER, PRINEVILLE, OREGON 97754   PLEASE DETACH BEFORE DEPOSITING CHECK.

INVOICE NO.	EPARTMENTS	VOUCHER OUNT	VOUCHER TOTAL
	6031	CHECK NO -31281	5/11/89
.46536	DRY CREEK BRIDGE/DAV ROAD DEPARTMENT	202-300-5202506	2,132.06
	TOTAL		2,132.06

CROOK COUNTY TREASURER
COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

24-12
1230
109

PRINEVILLE BRANCH
FIRST INTERSTATE BANK OF OREGON, N.A.
PRINEVILLE, OREGON

PAY TWO THOUSAND ONE HUNDRED THIRTY-TWO DOLLARS AND 06 CENTS

DATE	TO THE ORDER OF	CHECK NO.	AMOUNT
5/11/89	6031	31281	$*******2,132.06

OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CROOK COUNTY TREASURER

Mary J Johnson

⑈031281⑈ ⑆123000123⑆109 065004 8⑈

[illegible] 10168

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE	FEDERAL AID PROJECT NO. BROS 700(7)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-26-85 To: 6-1-87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 68,161.75	$ 63,673.87	80%	$ 50,939.10	$50,939.10	

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ____________________ 10-26-87

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ____________________

Adjustments $ ____________________

Amount Approved $ ____________________

SIGN ORIGINAL COPY

____

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Dry Creek (Davis Road) Bridge Sec.					
	County Road					
	Crook County					
	Construction					
	Type Code Y080					
	Structure .(Bridge No.16752)(Sto. 16+54 to Sto. 16+97)					
	Final Contract Payment Summary	Lump Sum			$52,742.59	
	Type Code E000					
	Roadway (Sta. 13+00 to Sta. 16+54 & Sta. 16 + 97 to Sta. 19+29.77 P TBK = 19+65.63 Potah to Sto. 20+50)					
	Final Contract Payment Summary	Lump Sum			$ 2,626.00	
	Total Participating Construction Cost				$55,368.59	
	Construction Engineering					
	State	All Required			$ 8,305.28	✓
	Total Participating Project Cost				$63,673.87	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 112.14	
	Construction Engineering	All Required			4,375.74	
	Total Non Participating Project Cost				4,487.88	✓
	Total Project Cost				$68,161.75	
	AMOUNT CARRIED FORWARD					

```
REPORT FMRP224-1                                                                                    PAGE 13,421

                                        OREGON DEPARTMENT OF TRANSPORTATION
                                           JOB COST SUMMARY BY EA/SUBJOB
                                                 AS OF 08/31/87

02  HIGHWAY DIVISION

C10168  -000    DRY CREEK BRIDGE SEC OF DAVIS           EA TYPE  :    10  BRIDGE REPLACEMENT
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:   GRAND

                                                                                      TOTAL-         PCT OF
                                                      BUDGET       CURRENT MONTH      TO-DATE        BUDGET      ENCUMBRANCE
 EXPENDITURES

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                                  100.00

   EXPENDITURES BY ACTIVITY
     ACT: 010  SUPERVISION AND ADMINISTRATION                                           70.64
     ACT: 020  TRAINING COURSES, CONFERENCES, SEMI                                     875.17
     ACT: 040  MONITOR EQUAL OPPORTUNITY EMPLOYMEN
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                   8,542.71
     ACT: 901  PROJECT ENGR.-CONSULTANT APPL.                                          311.84
     ACT: 903  FINAL DESIGN FOR PROJECTS-BRIDGE &                                      257.14
     ACT: 920  PROJECT PROGRAMMING                                                      80.23
     ACT: 927  FREE BRIDGE DESIGN FOR COUNTIES                                          58.19
     ACT: 937  HYDRAULICS STUDIES                                                       27.63
     ACT: 940  MATERIALS TESTING                                                     1,760.61
   TOTAL EXPENDITURES BY ACTIVITY                                                   11,984.16

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT        TITLE         OBJ       DESC
     0500 ACCOUNTING SECTION  136 PRINTING AND REPR                                      6.36
     0521 BILLINGS, REVENUE   555 HIGHWAY DIVISION                                      19.50
     0530 DATA PROCESSING     199 DATA PROCESSING E                                      2.39
     7460 DESIGN UNIT #4-BRI  504 ODOT - BLUEPRINT                                       5.00
     8027 PROJECT MANAGER-80  146 FREIGHT AND EXPRE                                    126.11
     8027 PROJECT MANAGER-80  250 TUITION, REGISTRA                                     90.00
     8213 EUGENE INSPECTION   550 RENT OF EQUIPMENT                                      5.50
     8215 PORTLAND GENERAL |  550 RENT OF EQUIPMENT                                     51.00
   TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                        305.86

 TOTAL EXPENDITURES                                                                 12,290.02                       100.00

 REVENUES

   843000  FEDERAL REVENUES AS OTHER FUNDS
     60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                        11,901.37

   844010  OTHER CHARGES FOR SERVICES
     10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                         1,041.26

 TOTAL REVENUES                                                                     12,942.63
```

```
                                         OREGON DEPARTMENT OF TRANSPORTATION
                                            JOB COST SUMMARY BY EA/SUBJOB
                                                  AS OF 08/31/87

02  HIGHWAY DIVISION

C10168  -001      DRY CREEK BRIDGE SEC OF DAVIS            EA TYPE  :    10  BRIDGE REPLACEMENT
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE            RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:   GRAND


                                                                                          TOTAL-          PCT OF
                                                  BUDGET           CURRENT MONTH         TO-DATE          BUDGET      ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ:  300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                                        100.00

    EXPENDITURES BY ACTIVITY
      ACT:  900  PROJECT ENGINEERING - FIELD OFFICES                                      335.22

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT          TITLE          OBJ         DESC
      8027 PROJECT MANAGER-80 349 INTEREST ON VENDO                                       112.14

  TOTAL EXPENDITURES                                                                      447.36                            100.00

  REVENUES

    844010  OTHER CHARGES FOR SERVICES
      10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                             381.75

  TOTAL REVENUES                                                                          381.75
```

```
REPORT FMRP224-1                                                                                PAGE 13,423
                                            OREGON DEPARTMENT OF TRANSPORTATION
                                               JOB COST SUMMARY BY EA/SUBJOB
                                                     AS OF 08/31/87
02  HIGHWAY DIVISION

C10168  -010    DRY CREEK BRIDGE SEC OF DAVIS            EA TYPE   :   10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE           RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:   GRAND

                                                                                     TOTAL-          PCT OF
                                                     BUDGET        CURRENT MONTH     TO-DATE         BUDGET      ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                                  100.00

    EXPENDITURES BY ACTIVITY
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                  4,040.52

  TOTAL EXPENDITURES                                                                 4,040.52                        100.00

  REVENUES

    844010  OTHER CHARGES FOR SERVICES
      10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                           18.25

  TOTAL REVENUES                                                                        18.25
```

```
                                        OREGON DEPARTMENT OF TRANSPORTATION
                                           JOB COST SUMMARY BY EA/SUBJOB
                                                AS OF 08/31/87

02  HIGHWAY DIVISION

C10168  -011     DRY CREEK BRIDGE SEC OF DAVIS          EA TYPE  :    10  BRIDGE REPLACEMENT
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE         RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:   GRAND

                                                                                   TOTAL-        PCT OF
                                                BUDGET       CURRENT MONTH        TO-DATE        BUDGET     ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                              55,368.59                      654.46

    EXPENDITURES BY ACTIVITY
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                               4,031.82-

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT         TITLE         OBJ         DESC
      0530 DATA PROCESSING       199 DATA PROCESSING E                               23.24
      0530 DATA PROCESSING       553 HIGHWAY DIV.  - DA                               1.55
      8027 PROJECT MANAGER-80    199 DATA PROCESSING E                               22.29
                                                                                     47.08
    TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL

  TOTAL EXPENDITURES                                                             51,383.85                      654.46

  REVENUES

    843000  FEDERAL REVENUES AS OTHER FUNDS
      60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                    39,037.73

    844010  OTHER CHARGES FOR SERVICES
      10  COUNTY COOP/FEDERAL CO.  SEC.  PROJ'S                                   3,958.74

  TOTAL REVENUES                                                                 42,996.47
```

```
REPORT FMRP224-1                                                                                         PAGE 13,425
                                           OREGON DEPARTMENT OF TRANSPORTATION
                                              JOB COST SUMMARY BY EA/SUBJOB
                                                    AS OF 08/31/87
 02  HIGHWAY DIVISION
 C10168  -"""    DRY CREEK BRIDGE SEC OF DAVIS        EA TYPE   :   10  BRIDGE REPLACEMENT
   EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE        RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:   GRAND

                                                                                        TOTAL-       PCT OF
                                                      BUDGET      CURRENT MONTH        TO-DATE       BUDGET      ENCUMBRANCE
  EXPENDITURES

    CONTRACT AND UTILITY RELOC PYMTS
      OBJ:  300  FORMAL CONTRACTS - CONSTRUCTION, RI                                  55,368.59                      954.46

    EXPENDITURES BY ACTIVITY
      ACT:  010  SUPERVISION AND ADMINISTRATION                                           70.64
      ACT:  020  TRAINING COURSES, CONFERENCES, SEMI                                     875.17
      ACT:  040  MONITOR EQUAL OPPORTUNITY EMPLOYMEN
      ACT:  900  PROJECT ENGINEERING - FIELD OFFICES                                   8,886.63
      ACT:  901  PROJECT ENGR.-CONSULTANT APPL.                                          311.84
      ACT:  903  FINAL DESIGN FOR PROJECTS-BRIDGE &                                      257.14
      ACT:  920  PROJECT PROGRAMMING                                                      80.23
      ACT:  927  FREE BRIDGE DESIGN FOR COUNTIES                                          58.19
      ACT:  937  HYDRAULICS STUDIES                                                       27.63
      ACT:  940  MATERIALS TESTING                                                     1,760.61
    TOTAL EXPENDITURES BY ACTIVITY                                                    12,328.08

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT        TITLE         OBJ          DESC
      0500 ACCOUNTING SECTION 136 PRINTING AND REPR                                        6.36
      0521 BILLINGS, REVENUE  555 HIGHWAY DIVISION                                        19.50
      0530 DATA PROCESSING    199 DATA PROCESSING E                                       25.63
      0530 DATA PROCESSING    553 HIGHWAY DIV. - DA                                        1.55
      7460 DESIGN UNIT #4-BRI 504 ODOT - BLUEPRINT                                         5.00
      8027 PROJECT MANAGER-80 146 FREIGHT AND EXPRE                                      126.11
      8027 PROJECT MANAGER-80 199 DATA PROCESSING E                                       22.29
      8027 PROJECT MANAGER-80 250 TUITION, REGISTRA                                       90.00
      8027 PROJECT MANAGER-80 349 INTEREST ON VENDO                                      112.14
      8213 EUGENE INSPECTION  550 RENT OF EQUIPMENT                                        5.50
      8215 PORTLAND GENERAL I 550 RENT OF EQUIPMENT                                       51.00
    TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                         465.08

  TOTAL EXPENDITURES                                                                  68,161.75                      954.46

  REVENUES

    843000  FEDERAL REVENUES AS OTHER FUNDS
      60  FEDERAL AID - SPECIAL BRIDGE REPLAC                                         50,939.10

    844010  OTHER CHARGES FOR SERVICES
```

```
REPORT FMRP224-1                                                                                              PAGE 13,426

                                              OREGON DEPARTMENT OF TRANSPORTATION
                                                 JOB COST SUMMARY BY EA/SUBJOB
                                                        AS OF 08/31/87

02  HIGHWAY DIVISION

C10168  -***       DRY CREEK BRIDGE SEC OF DAVIS          EA TYPE  :    10  BRIDGE REPLACEMENT
  EA STATUS:  04   PROJECT IN CONSTRUCTION PHASE          RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:   GRAND


                                                                                     TOTAL-          PCT OF
                                                       BUDGET        CURRENT MONTH   TO-DATE         BUDGET     ENCUMBRANCE

     10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                           5,400.00

  TOTAL REVENUES                                                                      56,339.10
```

```
          OREGON DEPARTMENT OF TRANSPORTATION                                      01/27/87
                    HIGHWAY DIVISION
NTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE            PAGE     1
```

Batch # C 122   1-27-87

```
C10168          ESTIMATE NUMBER: 006          EMW CONST. CO.

      CONTRACT          LIQUIDATED           RETAINAGE        FORCE ACCOUNT          NETPAY
R      PAYMENT            DAMAGE                                 AMOUNT

      55,368.59              0.00            1,000.00               0.00          54,368.59
      54,892.00              0.00            1,000.00               0.00          53,892.00

         476.59              0.00                0.00               0.00             476.59
      CONTRACT          LIQUIDATED           RETAINAGE        FORCE ACCOUNT          NETPAY
R      PAYMENT            DAMAGE                                 AMOUNT

         476.59              0.00                0.00               0.00             476.59

         476.59              0.00                0.00               0.00             476.59




HACKERY - REGION 4

 1 STANDARD RETAINAGE

 1     1,000.00

 1
```

BROS-0700(2)

```
                                  OREGON DEPARTMENT OF TRANSPORTATION                                          01/27/87
                                           HIGHWAY DIVISION
FMCP010-1        CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                    PAGE    1
```

Batch # C 122   1-27-87

```
CONTRACT NUMBER: C10168          ESTIMATE NUMBER: 006                EMW CONST. CO.

NUMBER       NUMBER         CONTRACT             LIQUIDATED             RETAINAGE          FORCE ACCOUNT          NETPAY
                            PAYMENT                DAMAGE                                     AMOUNT

AMOUNT TO DAT :            55,368.59                 0.00               1,000.00                 0.00             54,3
PRIOR AMOUNT:              54,892.00                 0.00               1,000.00                 0.00             53,8

PRESENT AMOUNT:               476.59                 0.00                   0.00                 0.00                4

 A-          SUB-           CONTRACT             LIQUIDATED             RETAINAGE          FORCE ACCOUNT          NETPAY
 MBER        NUMBER         PAYMENT                DAMAGE                                     AMOUNT

C10168        011             476.59                 0.00                   0.00                 0.00                4

           TOTAL              476.59                 0.00                   0.00                 0.00                4



PROJECT MANAGER-THACKERY - REGION 4

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM          :      1,000.00

PERCENT RETAINED  :
```

BROS-0700

ACT PAYMENT VOUCHER

COUNTY CROOK		CONTRACT NO. C10168	ESTIMATE NO. 6
HIGHWAY COUNTY ROAD (DAVIS RD)		FEDERAL AID PROJECT NO. BRO50700007	
SECTION DRY CREEK (DAVIS RD) BRIDGE			

B. 6,650.00
350.00

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
ZATION		LUMP SUM	7000.0000	100.000	7000.00		7000.00	
PROTECTION AND,	DIR OF TRAFFIC	LUMP SUM	1050.0000	100.000	1050.00	A	1050.00	
RARY SIGNS		SQ FT	4.5000	74.000	333.00	A	333.00	
RARY BARRICADES		EACH	75.0000	6.000	450.00	A	450.00	
ERS		HOUR	6.0000	20.000	120.00	A	120.00	
AL EXCAVATION		LUMP SUM	500.0000	100.000	500.00	B	500.00	
RAIL TYPE 2A		LIN FT	10.0000	150.000	1500.00	B	1500.00	
RAIL TYPE 3		LIN FT	15.0000	100.000	1500.00	A	1500.00	
RAIL ANCHORS	TYPE 1	EACH	250.0000	4.000	1000.00	A	1000.00	
END PIECES TYPE C		EACH	69.0000	4.000	276.00	B	276.00	
REMOVAL WORK		LUMP SUM	1300.0000	100.000	1300.00	A	1300.00	
G CRIBBING ETC		LUMP SUM	1300.0000	100.000	1300.00		1300.00	
TURE EXCAVATION		CU YD	20.0000	94.450	1889.00		1889.00	
URAL CONCRETE	CLASS 3300	LUMP SUM	13000.0000	100.000	13000.00	A	13000.00	
ORCEMENT		LUMP SUM	3500.0000	100.000	3500.00		3500.00	
/45' PRESTRESSED	SLABS	EACH	2829.0000	6.000	16974.00		16974.00	
UBE STEEL RAILING		LIN FT	40.0000	80.000	3200.00		3200.00	
CE AGREEMENT ITEMS								
PEC BRIDGE REMOVAL	WORK	LUMP SUM	200.0000-	100.000	200.00-	A		200.00-
USTMENT ITEMS								
STD ADJUSTMENT		CU YD	173.3330	3.390	587.60	A		587.60
ORCEMENT ADJUSTMENT		LB	.4743	187.620	88.99			88.99
PG. 01 C10168		TOTAL CONTRACT ITEMS			55368.59		54892.00	476.59
		FORCE ACCOUNT						

Type Code	xp = Constructn Cost
A X080	$ 52,742.59
B E000	2,626.00
	$ 55368.59

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY CROOK		CONTRACT NO. C10168	ESTIMATE NO. 6
HIGHWAY COUNTY ROAD (DAVIS RD)		FEDERAL AID PROJECT NO. BRO50700007	
SECTION DRY CREEK (DAVIS RD) BRIDGE			

6,650.00
B. 350.00

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT
001	11 MOBILIZATION		LUMP SUM	7000.0000	100.000	7000.00		7000.00
002	11 TEMP PROTECTION AND,	DIR OF TRAFFIC	LUMP SUM	1050.0000	100.000	1050.00	A	1050.00
003	11 TEMPORARY SIGNS		SQ FT	4.5000	74.000	333.00	A	333.00
004	11 TEMPORARY BARRICADES		EACH	75.0000	6.000	450.00	A	450.00
005	11 FLAGGERS		HOUR	6.0000	20.000	120.00	A	120.00
006	11 GENERAL EXCAVATION		LUMP SUM	500.0000	100.000	500.00	B	500.00
007	11 GUARD RAIL TYPE 2A		LIN FT	10.0000	150.000	1500.00	B	1500.00
008	11 GUARD RAIL TYPE 3		LIN FT	15.0000	100.000	1500.00	A	1500.00
009	11 GUARD RAIL ANCHORS	TYPE 1	EACH	250.0000	4.000	1000.00	A	1000.00
010	11 RAIL END PIECES TYPE C		EACH	69.0000	4.000	276.00	B	276.00
011	11 BRIDGE REMOVAL WORK		LUMP SUM	1300.0000	100.000	1300.00	A	1300.00
012	11 SHORING CRIBBING ETC		LUMP SUM	1300.0000	100.000	1300.00	A	1300.00
013	11 STRUCTURE EXCAVATION		CU YD	20.0000	94.450	1889.00		1889.00
014	11 STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	13000.0000	100.000	13000.00		13000.00
015	11 REINFORCEMENT		LUMP SUM	3500.0000	100.000	3500.00		3500.00
016	11 4'X40'/45' PRESTRESSED	SLABS	EACH	2829.0000	6.000	16974.00		16974.00
017	11 TWO-TUBE STEEL RAILING		LIN FT	40.0000	80.000	3200.00		3200.00
	PRICE AGREEMENT ITEMS							
3001A	11 NON-SPEC BRIDGE REMOVAL	WORK	LUMP SUM	200.0000-	100.000	200.00-	A	
	ADJUSTMENT ITEMS							
6001A	11 [illegible] STD ADJUSTMENT		CU YD	17363330	36390	587460	A	
6002A	11 REINFORCEMENT ADJUSTMENT		LB	.4743	187.620	88.99	A	

Type Code		*P = Constructn Cost
A	X080	$ 52,742.59
B	E000	2,626.00
		$ 55368.59

DATE 01 27 87 PG. 01 C10168	TOTAL CONTRACT ITEMS	55368.59	54892.00
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

OREGON STATE HIGHWAY DIVISION

REQUEST FOR WARRANT

BR06-700(7)

ayable to: EMW Const
64330 Bend Redmond Hwy
Bend OR 97701

Project No.:
Hwy. Agr. No.:
Contract No.: 10168

roject:
Estimate No.:
riod Covered:
Work Order No.:

nvoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retairage	1000.00		
	Interest on 1476.59 from			
	8/22/86-1/22/87. 154 days			
	@.7282/day	112.14		
	Totals			
	Retained ___%			
	Total Payments	1112.14		

Approved by: RJ Black

Prepared by: Henry

Common Data Elements

Doc. No. RW C10168

01 22 87
Month Day Year

Agency 02 Vendor # ______ Suf. ___ Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10168	000	8027					1000.00			
02	223	↓	001	↓					112.14			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
                    JOB COST SUMMARY RUN ON  11-30-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 11/27/87

                                   CREW      CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL    NUMBER      MONTH          DATE
--        -------- ----------    ------      -------      ----------
C10168    900      470           8027
C10168    900      550           4061                          19.60
C10168    900      550           8027                         535.40
C10168    900      598           0521
ACTIVITY    900                                                          8,886.63 SUBTOTAL

C10168    901      001           7460                         261.84
C10168    901      267           7000                          50.00
ACTIVITY    901                                                            311.84 SUBTOTAL

C10168    903      001           4061                         141.42
C10168    903      030           4061                          26.52
C10168    903      560           4061                          89.20
ACTIVITY    903                                                            257.14 SUBTOTAL

C10168    920      001           0612                          18.53
C10168    920      001           0631                          61.70
ACTIVITY    920                                                             80.23 SUBTOTAL

C10168    927      001           7460                          58.19
ACTIVITY    927                                                             58.19 SUBTOTAL

C10168    937      001           7000                          27.63
ACTIVITY    937                                                             27.63 SUBTOTAL

C10168    940      001           8213                          25.14
C10168    940      001           8214                         610.43
C10168    940      001           8221                          30.04
C10168    940      030           8214
C10168    940      551           4061                         112.00
C10168    940      551           8027                         559.00
C10168    940      551           8067                          28.00
C10168    940      551           8211                         124.00
C10168    940      551           8213                          16.00
C10168    940      551           8214                         164.00
C10168    940      551           8215                          92.00
ACTIVITY    940                                                          1,760.61 SUBTOTAL

EA          C10168 TOTAL                                                68,161.75


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

316.33

```
PAGE     1

                    JOB COST SUMMARY RUN ON  11-30-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 11/27/87

                                    CREW          CURRENT       BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER          MONTH           DATE
--        -------- ---------- ------          -------       ----------
C10168              136        0500                               6.36
C10168              146        8027                             126.11
C10168              199        0530                              25.63
C10168              199        8027                              22.29
C10168              250        8027                              90.00
C10168              300        8027                          55,368.59
C10168              349        8027                             112.14
C10168              504        7460                               5.00
C10168              550        8213                               5.50
C10168              550        8215                              51.00
C10168              553        0530                               1.55
C10168              555        0521                              19.50
ACTIVITY
                                                                        55,833.67 SUBTOTAL

C10168    010       001        0813                              70.64
ACTIVITY    010
                                                                            70.64 SUBTOTAL

C10168    020       001        4061                             565.68
C10168    020       001        8027                              -1.57
C10168    020       100        8027                              19.00
C10168    020       102        8027                              23.98
C10168    020       106        8027                             210.08
C10168    020       130        4061                               2.00
C10168    020       550        4061                              56.00
ACTIVITY    020
                                                                           875.17 SUBTOTAL

C10168    040       001        8027
ACTIVITY    040
                                                                                  SUBTOTAL

C10168    900       001        3015                              80.44
C10168    900       001        4000                           4,522.91
C10168    900       001        4061                           1,272.78
C10168    900       001        8027                           1,164.80
C10168    900       030        3015                              60.33
C10168    900       030        4000                             160.64
C10168    900       030        8027                             410.80
C10168    900       100        8027                              53.00
C10168    900       102        8027                              50.15
C10168    900       130        8027                              33.75
C10168    900       134        4200                              49.74
C10168    900       134        8027                             111.76
C10168    900       150        8027                              16.61
C10168    900       151        8027                             335.22
C10168    900       270        8027                               8.70

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                          JOB COST SUMMARY RUN ON  11-25-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 11/20/87

                                           CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----         -------       ----------
C10168    000              136        0500                                     6.36
OBJ-DETAIL 136                                                                 6.36

C10168    000              146        8027                                   126.11
OBJ-DETAIL 146                                                               126.11

C10168    000              199        0530                                     2.39
OBJ-DETAIL 199                                                                 2.39

C10168    000              250        8027                                    90.00
OBJ-DETAIL 250                                                                90.00

C10168    000              504        7460                                     5.00
OBJ-DETAIL 504                                                                 5.00

C10168    000              550        8213                                     5.50
C10168    000              550        8215                                    51.00
OBJ-DETAIL 550                                                                56.50

C10168    000              555        0521                                    19.50
OBJ-DETAIL 555                                                                19.50

ACTIVITY                                                                     305.86 SUBT

C10168    000     010      001        0813                                    70.64
OBJ-DETAIL 001                                                                70.64

ACTIVITY   010                                                                70.64 SUBT

C10168    000     020      001        4061                                   565.68
C10168    000     020      001        8027                                    -1.57
OBJ-DETAIL 001                                                               564.11

C10168    000     020      100        8027                                    19.00
OBJ-DETAIL 100                                                                19.00

C10168    000     020      102        8027                                    23.98
OBJ-DETAIL 102                                                                23.98

C10168    000     020      106        8027                                   210.08
OBJ-DETAIL 106                                                               210.08

C10168    000     020      130        4061                                     2.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
B COST SUMMARY RUN ON  11-25-87
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
  PAYROLL CHARGES ARE LOADED
HARGES ARE CURRENT TO 11/20/87

           CREW   MSA            CURRENT       BALANCE TO
BJ-DETAIL NUMBER FIELD            MONTH           DATE
--------- ------ -----           -------       ----------
36        0500                                       6.36
                                                     6.36

46        8027                                     126.11
                                                   126.11

99        0530                                       2.39
                                                     2.39

50        8027                                      90.00
                                                    90.00

04        7460                                       5.00
                                                     5.00

50        8213                                       5.50
50        8215                                      51.00
                                                    56.50

55        0521                                      19.50
                                                    19.50

                                                   305.86 SUBTOTAL

01        0813                                      70.64
                                                    70.64

                                                    70.64 SUBTOTAL

01        4061                                     565.68
01        8027                                      -1.57
                                                   564.11

00        8027                                      19.00
                                                    19.00

02        8027                                      23.98
                                                    23.98

06        8027                                     210.08
                                                   210.08

30        4061                                       2.00

Y 1, 1985 EXPENDITURES
```

```
                              JOB COST SUMMARY RUN ON  11-25-87
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 11/20/87

                                                CREW    MSA           CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH              DATE
--          ------ -------- ---------- ------ -----          -------          ----------
OBJ-DETAIL 130                                                                      2.00

C10168    000      020        550          4061                                        56.00
OBJ-DETAIL 550                                                                     56.00

ACTIVITY    020                                                                   875.17 SUBT

C10168    000      040        001          8027   SF
OBJ-DETAIL 001

ACTIVITY    040                                                                          SUBT

C10168    000      900        001          3015                                        80.44
C10168    000      900        001          4000                                     4,522.91
C10168    000      900        001          4061                                     1,272.78
C10168    000      900        001          8027                                     1,164.80
OBJ-DETAIL 001                                                                  7,040.93

C10168    000      900        030          3015                                        60.33
C10168    000      900        030          4000                                       160.64
C10168    000      900        030          8027                                       410.80
OBJ-DETAIL 030                                                                    631.77

C10168    000      900        100          8027                                        53.00
OBJ-DETAIL 100                                                                     53.00

C10168    000      900        102          8027                                        50.15
OBJ-DETAIL 102                                                                     50.15

C10168    000      900        130          8027                                        33.75
OBJ-DETAIL 130                                                                     33.75

C10168    000      900        134          4200                                        49.74
C10168    000      900        134          8027                                       111.76
OBJ-DETAIL 134                                                                    161.50

C10168    000      900        150          8027                                        16.61
OBJ-DETAIL 150                                                                     16.61

C10168    000      900        470          8027
OBJ-DETAIL 470

C10168    000      900        550          4061                                        19.60
C10168    000      900        550          8027                                       535.40

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
JOB COST SUMMARY RUN ON  11-25-87
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 11/20/87

            CREW   MSA          CURRENT      BALANCE TO
OBJ-DETAIL NUMBER FIELD          MONTH          DATE
---------- ------ -----         -------      ----------
                                                 2.00

550         4061                                56.00
                                                56.00

                                               875.17 SUBTOTAL

001         8027   SF


                                                      SUBTOTAL

001         3015                                80.44
001         4000                             4,522.91
001         4061                             1,272.78
001         8027                             1,164.80
                                             7,040.93

030         3015                                60.33
030         4000                               160.64
030         8027                               410.80
                                               631.77

100         8027                                53.00
                                                53.00

102         8027                                50.15
                                                50.15

130         8027                                33.75
                                                33.75

134         4200                                49.74
134         8027                               111.76
                                               161.50

150         8027                                16.61
                                                16.61

470         8027


550         4061                                19.60
550         8027                               535.40

LY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  11-25-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 11/20/87

                                             CREW   MSA          CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------      ----------
OBJ-DETAIL 550                                                              555.00

ACTIVITY   900                                                            8,542.71 SUBTO

C10168    000     901      001         7460                                 261.84
OBJ-DETAIL 001                                                              261.84

C10168    000     901      267         7000                                  50.00
OBJ-DETAIL 267                                                               50.00

ACTIVITY   901                                                              311.84 SUBTO

C10168    000     903      001         4061                                 141.42
OBJ-DETAIL 001                                                              141.42

C10168    000     903      030         4061                                  26.52
OBJ-DETAIL 030                                                               26.52

C10168    000     903      560         4061                                  89.20
OBJ-DETAIL 560                                                               89.20

ACTIVITY   903                                                              257.14 SUBTO

C10168    000     920      001         0612                                  18.53
C10168    000     920      001         0631                                  61.70
OBJ-DETAIL 001                                                               80.23

ACTIVITY   920                                                               80.23 SUBTO

C10168    000     927      001         7460                                  58.19
OBJ-DETAIL 001                                                               58.19

ACTIVITY   927                                                               58.19 SUBTO

C10168    000     937      001         7000                                  27.63
OBJ-DETAIL 001                                                               27.63

ACTIVITY   937                                                               27.63 SUBTO

C10168    000     940      001         8213                                  25.14
C10168    000     940      001         8214                                 610.43
C10168    000     940      001         8221                                  30.04
OBJ-DETAIL 001                                                              665.61


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
UMMARY RUN ON  11-25-87
VITY/OBJ-DETAIL CREW-NUMBER
L CHARGES ARE LOADED
RE CURRENT TO 11/20/87

  CREW   MSA          CURRENT         BALANCE TO
L NUMBER FIELD         MONTH             DATE
- ------ -----        -------         ----------
                                         555.00

                                       8,542.71 SUBTOTAL

 7460                                    261.84
                                         261.84

 7000                                     50.00
                                          50.00

                                         311.84 SUBTOTAL

 4061                                    141.42
                                         141.42

 4061                                     26.52
                                          26.52

 4061                                     89.20
                                          89.20

                                         257.14 SUBTOTAL

 0612                                     18.53
 0631                                     61.70
                                          80.23

                                          80.23 SUBTOTAL

 7460                                     58.19
                                          58.19

                                          58.19 SUBTOTAL

 7000                                     27.63
                                          27.63

                                          27.63 SUBTOTAL

 8213                                     25.14
 8214                                    610.43
 8221                                     30.04
                                         665.61


95 EXPENDITURES
```

```
                              JOB COST SUMMARY RUN ON  11-25-87
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 11/20/87

                                              CREW    MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--        ------ -------- ---------- ------ -----          -------         ----------
C10168    000     940      030        8214
OBJ-DETAIL 030

C10168    000     940      551        4061                                     112.00
C10168    000     940      551        8027                                     559.00
C10168    000     940      551        8067                                      28.00
C10168    000     940      551        8211                                     124.00
C10168    000     940      551        8213                                      16.00
C10168    000     940      551        8214                                     164.00
C10168    000     940      551        8215                                      92.00
OBJ-DETAIL 551                                                               1,095.00

ACTIVITY   940                                                               1,760.61 SUBT

SUB-JOB    000 SUBTOTAL                                                     12,290.02

C10168    001              349        8027                                     112.14
OBJ-DETAIL 349                                                                 112.14

ACTIVITY                                                                       112.14 SUBT

C10168    001     900      151        8027                                     335.22
OBJ-DETAIL 151                                                                 335.22

ACTIVITY   900                                                                 335.22 SUBT

SUB-JOB    001 SUBTOTAL                                                        447.36

C10168    010     900      270        8027                                       8.70
OBJ-DETAIL 270                                                                   8.70

C10168    010     900      598        0521                                   4,031.82
OBJ-DETAIL 598                                                               4,031.82

ACTIVITY   900                                                               4,040.52 SUBT

SUB-JOB    010 SUBTOTAL                                                      4,040.52

C10168    011              199        0530                                      23.24
C10168    011              199        8027                                      22.29
OBJ-DETAIL 199                                                                  45.53

C10168    011              300        8027                                  55,368.59

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 11-25-87
L CREW-NUMBER
LOADED
11/20/87

       CURRENT        BALANCE TO
        MONTH            DATE
       -------        ----------


                          112.00
                          559.00
                           28.00
                          124.00
                           16.00
                          164.00
                           92.00
                        1,095.00

                        1,760.61 SUBTOTAL

                       12,290.02

                          112.14
                          112.14

                          112.14 SUBTOTAL

                          335.22
                          335.22

                          335.22 SUBTOTAL

                          447.36

                            8.70
                            8.70

                        4,031.82
                        4,031.82

                        4,040.52 SUBTOTAL

                        4,040.52

                           23.24
                           22.29
                           45.53

                       55,368.59
```

NoN Partic

```
                              JOB COST SUMMARY RUN ON  11-25-87
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 11/20/87

                                                CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--         ------ -------- ---------- ------ -----          -------      ----------
OBJ-DETAIL 300                                                            55,368.59

C10168   011               553        0530                                     1.55
OBJ-DETAIL 553                                                                 1.55

ACTIVITY                                                                  55,415.67 SUBT

C10168   011    900        598        0521                                -4,031.82
OBJ-DETAIL 598                                                            -4,031.82

ACTIVITY   900                                                            -4,031.82 SUBT

SUB-JOB    011 SUBTOTAL                                                   51,383.85

EA         C10168 TOTAL                                                   68,161.75


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
  11-25-87
IL CREW-NUMBER
 LOADED
 11/20/87

          CURRENT         BALANCE TO
D          MONTH             DATE
-         -------         ----------
                          55,368.59

                               1.55
                               1.55

                          55,415.67  SUBTOTAL

                          -4,031.82
                          -4,031.82

                          -4,031.82  SUBTOTAL

                          51,383.85

                          68,161.75


ES
```

jc cc: OSHD (L. W. Rulien) STATE COPY 10168

U.S. Department of Transportation
Federal Highway Administration

4-11-

FINAL ACCEPTANCE REPORT

AL, 4-5 ____ BR ____
B ____ ACCTS ____

REGION NO. 10	REPORT NO. 1	COUNTY Crook	DIVISION Oregon
DATE OF REPORT May 21, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-700(7)
COMPLETION DATE (Actual) June 20, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY November 26, 1986	TIME ELAPSED 46 %	CONTRACT TIME 150 CD

LOCATION Dry Creek Bridge Section of the County Road (Davis Road) about 12 miles south of Prineville.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construct Bridge No. 16752.
   Length: 43 feet. Roadway Width: 23.5 feet.

   B. Remove existing bridge and remove old roadway to restore natural groundline.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: EMW Construction

3. Contract Amount: $55,368.59

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 5/27/87	TITLE District Engineer	DATE 6/1/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,168

January 16, 1987

CON 5 - #10,168

Kristine T. Nieder
The Bond Experts
516 SE Morrison Street
Portland, OR 97214

On December 8, 1986, we wrote to you concerning release of final payment on Contract No. 10,168 awarded to EMW Construction Co. for work on the Dry Creek (Davis Road) Bridge Section in Crook County.

Final payment on this contract is $1,476.59, and the total contract amount is $55,368.59. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: EMW Construction Co.
64330 Bend-Redmond Hwy.
Bend, OR 97701

Amwest Surety Insurance Co.
6301 Owensmouth Avenue
Woodland Hills, CA 91367

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,168

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10,168

TO: Commission Services

DATE: November 26, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10,168, On Site Work Substantially Completed June 20, 1986

All Work Completed July 23, 1986

Project Dry Creek (Davis Road) Bridge

Highway County Road (Davis Road)

County Crook

Type of Work Grading and Structure

Contractor EMW Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
DEC 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to surety
12-8-86
a3m

81-125-1387

10,121

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-700(6)

PROGRAM APPROVED

VOUCHER PERIOD From: 10-19-84 To: 12-18-85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$22,489.59	$22,233.67	80%	$17,786.94	$17,786.94	$ 0.00

114

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 11-3-86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	DRY CREEK (DAVIS ROAD) BRIDGE **CROOK COUNTY ROAD**					
	Preliminary Engineering **Type Code P.E.**					
	State	All Required			$22,233.67	
	Non Participating Project Cost					
	State	All Required			255.91	
	Total Project Cost				$22,489.58	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/30/86.					
	AMOUNT CARRIED FORWARD					

```
                     JOB COST SUMMARY RUN ON  11-30-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 11/27/87

                                   CREW         CURRENT      BALANCE TO
EA         ACTIVITY OBJ-DETAIL   NUMBER         MONTH          DATE
--         -------- ----------  ------        --------      ----------
ACTIVITY     920
                                                                          85.91 SUBTOTAL

C2071937 921      001          7000                            19.42
C2071937 921      001          7200                         1,159.80
C2071937 921      136          0500                           394.20
C2071937 921      504          7200                           173.00
C2071937 921      504          7400                           107.75
ACTIVITY     921                                                      ~~1,854.17~~ SUBTOTAL To 929

C2071937 923      001          7430                           721.45
C2071937 923      001          7530                            40.98
ACTIVITY     923                                                         762.43 SUBTOTAL

C2071937 927      001          7440                            62.85
C2071937 927      001          7460                         3,601.86
C2071937 927      504          0100                             3.60
C2071937 927      504          7400                             5.50
C2071937 927      504          7460                            75.85
                                                                                      6636.83
ACTIVITY     927                                                      ~~3,749.66~~ SUBTOTAL

C2071937 929      001          7200                           198.93
ACTIVITY     929                                                         198.93 SUBTOTAL /+1854.17 = 2053.10

C2071937 937      001          7000
C2071937 937      001          7143                         1,494.75
ACTIVITY     937                                                       1,494.75 SUBTOTAL /

C2071937 964      001          7000                            57.84
ACTIVITY     964                                                          57.84 SUBTOTAL

EA         C2071937 TOTAL                                     22,489.58

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                  JOB COST SUMMARY RUN ON  11-30-87
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 11/27/87

                                  CREW      CURRENT     BALANCE TO
EA        ACTIVITY  OBJ-DETAIL   NUMBER      MONTH         DATE
--        --------- -----------  ------     -------    ----------
C2071937                          0100                   9,734.77 ***
C2071937               192        0100                       7.48
C2071937               194        0100                      48.54
C2071937               194        7400                       5.43
C2071937               199        0100
C2071937               199        7400
C2071937               504        0100                     107.08
C2071937               504        7300                      36.90
C2071937               504        7331                       6.60
C2071937               504        8220                       7.20
ACTIVITY                                                              9,954.00 SUBTOTAL   901 — 7236.99

C2071937 136           504        0100
C2071937 136           504        7460
ACTIVITY   136                                                                 SUBTOTAL

C2071937 900           001        8028
ACTIVITY   900                                                                 SUBTOTAL

C2071937 903           001        4061                     618.95  REGION Gelogy
C2071937 903           001        7420                     352.49
C2071937 903           001        7460                   2,462.73
C2071937 903           030        4061
C2071937 903           134        7770                       9.16
C2071937 903           504        7460                       3.00  645.95
C2071937 903           550        4061                      24.00
C2071937 903           560        4061
ACTIVITY   903                                                        3,470.33 SUBTOTAL  To 927 ← 2,824.38

C2071937 905           001        7000                       9.71
C2071937 905           001        7310                     372.01
C2071937 905           001        7361                      12.57
C2071937 905           001        7363                      45.78
C2071937 905           001        7364                     249.12
C2071937 905           130        7300                       4.50
C2071937 905           504        0100                      43.50
C2071937 905           504        7310                       1.80
ACTIVITY   905                                                          738.99 SUBTOTAL

C2071937 907           001        7331                     122.57
ACTIVITY   907                                                          122.57 SUBTOTAL

C2071937 920           001        0600                      64.43
C2071937 920           001        0631                      21.48

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	207	1930	906	00	P	1		226.37CR		
	207	1930	910	00	P	1			300.11	
	207	1930	914	00	P	1			152.20	
	207	1930	918	00	P	1			1,283.38	
	207	1930	920	00	P	1			217.13	
	207	1930	921	00	P	1		1,132.53CR		
	207	1930	922	00	P	1			88.08	
	207	1930	923	00	P	1			246.46	
	207	1930	927	00	P	1		226.37	227.57	
	207	1930	929	00	P	1		1,132.53	1,132.53	
	207	1930	937	00	P	1			615.07	
	207	1930	939	00	P	1			747.15	
			TOT		P1				10,187.87	
			** JOB TOTALS **				**	**	10,187.87	**
CROOKED R (CONANT RD) BR	CONT NO	* FA PROJ NOS BHOS0700005 100								STATE
	207	1932	296	00	N	9		467.42CR	9,056.97CR	
	207	1932	297	00	N	9		554.33	554.33	
	207	1932	298	00	N	9		86.91CR	8,502.64	
	207	1932	901	00	P	1		108.64CR	688.62	
	207	1932	905	00	P	1			1,032.81	
	207	1932	906	00	P	1		2,612.03CR		
	207	1932	910	00	P	1			645.13	
	207	1932	920	00	P	1			256.89	
	207	1932	921	00	P	1		1,174.33CR		
	207	1932	922	00	P	1			106.60	
	207	1932	923	00	P	1			41.59	
	207	1932	927	00	P	1		2,612.03	6,682.33	
	207	1932	929	00	P	1		1,174.33	1,174.33	
			TOT		P1			108.64CR	10,628.30	
			** JOB TOTALS **				**	108.64CR**	10,628.30	**
DRY CREEK (DAVIS ROAD)	CONT NO	FA PROJ NOS BROS0700006 100								STATE
	207	1937	296	00	N	9	1,334.17CR	7,034.10CR	~~7,034.10CR~~	
	207	1937	298	00	N	9	1,334.17	7,034.10	~~7,034.10~~	
	207	1937	901	00	P	1	31.36CR	7,017.76	7,017.76	
	207	1937	901	00	N	1		80.67	80.67	
	207	1937	905	00	P	1	359.63	1,283.94	1,283.94	
	207	1937	911	00	P	1	.09CR	19.08	19.08	
	207	1937	918	00	P	1	.81CR	191.41	191.41	
	207	1937	922	00	P	1	38.86	38.86	38.86	
	207	1937	927	00	P	1	.24CR	62.79	~~62.79~~	
	207	1937	933	00	P	1	.64CR	140.81	140.81	
	207	1937	935	00	P	1	.12CR	27.35	27.35	
	207	1937	937	00	P	1	496.25	872.10	872.10	
			TOT		P1		861.48	9,654.10	9,654.10	
			TOT		N1			80.67	80.67	
			** JOB TOTALS **				861.48 **	9,734.77 **	9,734.77	**

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0600-004									
F01558									
AGREEMENT TOTALS	26,434.14	21,147.31	26,434.14	80.00	31,320.00	21,147.31	.00		.00
FED PROJ TOTALS	26,434.14	21,147.31	26,434.14		31,320.00	21,147.31	.00		.00
FEDERAL PROJECT: BROS-0600-005									
F01559									
C2061993-000	3,859.68	438.33	3,859.68						
C2061993-011	16,437.19	15,799.17	16,437.19						
AGREEMENT TOTALS	20,296.87	16,237.50	20,296.87	80.00	29,040.00	16,237.50	.00		.00
FED PROJ TOTALS	20,296.87	16,237.50	20,296.87		29,040.00	16,237.50	.00		.00
FEDERAL PROJECT: BROS-0600-011									
F04326									
C2062525-000	2,911.44	2,016.13	2,911.44						
AGREEMENT TOTALS	2,911.44	2,016.13	2,911.44	80.00	20,000.00	2,329.15	.00		313.02
FED PROJ TOTALS	2,911.44	2,016.13	2,911.44		20,000.00	2,329.15	.00		313.02
FEDERAL PROJECT: BROS-0600-013									
F04423									
C10343 -000	894.28	667.80	894.28						
C10343 -001	14.24	.00	.00						
AGREEMENT TOTALS	908.52	667.80	894.28	80.00	221,821.00	715.42	.00		47.62
FED PROJ TOTALS	908.52	667.80	894.28		221,821.00	715.42	.00		47.62
FEDERAL PROJECT: BROS-0700-006									
F01565									
C2071937-000	12,701.95	3,993.93	12,701.95						
C2071937-001	175.24	.00	.00						
C2071937-010	80.67	.00	.00						
C2071937-011	9,710.12	13,793.01	9,710.12						

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 11/12/86 22:34

FEDERAL APPROPRIATION: 114

AGREEMENT	TOTAL COSTS	AMOUNT	--PARTICIPATION--		AGREEMENT	FEDERAL	-ADJUSTMENT-		VOUCHER
EA/SUBJOB	TO DATE	PREV CLAIMED	AMOUNT	PERCENT	AMOUNT	SHARE	AMOUNT	CODE	AMOUNT
FEDERAL PROJECT: BROS-0700-006									
F01565									
AGREEMENT TOTALS	22,667.98	17,786.94	22,412.07	80.00	17,786.94	17,929.66	142.72	B	.00
FED PROJ TOTALS	22,667.98	17,786.94	22,412.07		17,786.94	17,929.66	142.72	B	.00
FEDERAL PROJECT: BROS-0700-007									
F03929									
C10168 -000	18,189.14	12,144.33	18,997.72						
C10168 -001	335.22	.00	.00						
C10168 -010	8.70	.00	.00						
C10168 -011	54,939.08	39,834.67	53,130.50						
AGREEMENT TOTALS	73,472.14	51,979.00	72,128.22	80.00	51,979.00	57,702.58	5,723.58	B	.00
FED PROJ TOTALS	73,472.14	51,979.00	72,128.22		51,979.00	57,702.58	5,723.58	B	.00
FEDERAL PROJECT: BROS-1000-008									
F04112									
C10219 -000	59,051.35	37,193.50	52,532.75						
C10219 -010	40,013.17	.00	.00						
C10219 -011	300,803.26	245,109.38	300,471.06						
AGREEMENT TOTALS	399,867.78	282,302.88	353,003.81	80.00	29,684,200.00	282,403.05	.00		100.17
FED PROJ TOTALS	399,867.78	282,302.88	353,003.81		29,684,200.00	282,403.05	.00		100.17
FEDERAL PROJECT: BROS-1100-001									
F01587									
C2111903-000	24,272.15	6,141.10	24,272.15						
C2111903-011	8,283.69	13,058.90	8,283.69						
AGREEMENT TOTALS	32,555.84	19,200.00	32,555.84	80.00	26,044.67	26,044.67	.00		6,844.67
FED PROJ TOTALS	32,555.84	19,200.00	32,555.84		26,044.67	26,044.67	.00		6,844.67
FEDERAL PROJECT: BROS-1300-005									
F01594									
C2131909-010	197.72	.00	.00						

```
11/28/86                                                     JOB COST SUMMARY
                                                    EA/  BJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                               PAYROLL CHARGES ARE LOADED

                                                            CREW          MSA               C
                 EA        SUBJOB    ACTIVITY    OBJ-DETAIL    NUMBER        FIELD

             C2071937       000         937          001

             C2071937       000         937

             C2071937       000         964          001          7000
             C2071937       000         964          001          7000

             C2071937       000         964          001

             C2071937       000         964

             C2071937       000

             C2071937       001         903          001          7420
             C2071937       001         903          001          7420

             C2071937       001         903          001

             C2071937       001         903

             C2071937       001

             C2071937       011                      192          0100
             C2071937       011                      192          0100

             C2071937       011                      192

             C2071937       011                      194          0100
             C2071937       011                      194          0100

             C2071937       011                      194

             C2071937       011                      199          0100
             C2071937       011                      199          0100

             C2071937       011                      199

             C2071937       011

             C2071937       011

             C2071937
```

JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			27.63-	1,494.75
			27.63-	1,494.75
	7000		.00	57.84
	7000		.00	57.84
			.00	57.84
			.00	57.84
			164.56-	12,701.95
	7420		.00	175.24
	7420		.00	175.24
			.00	175.24
			.00	175.24
			.00	175.24
	0100		.00	7.48
	0100		.00	7.48
			.00	7.48
	0100		.00	48.54
	0100		.00	48.54
			.00	48.54
	0100		.00	.00
	0100		.00	.00
			.00	.00
			.00	56.02
			.00	56.02
			164.56-	12,933.21

```
11/28/86                                          JOB COST SUMMARY
                                    EA/[illegible]BJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                          PAYROLL CHARGES ARE LOADED

                                                    CREW        MSA
        EA        SUBJOB   ACTIVITY   OBJ-DETAIL   NUMBER      FIELD

     C2071937      000       921         504        7400

     C2071937      000       921         504

     C2071937      000       921

     C2071937      000       923         001        7430
     C2071937      000       923         001        7430

     C2071937      000       923         001        7530
     C2071937      000       923         001        7530

     C2071937      000       923         001

     C2071937      000       923

     C2071937      000       927         001        7440
     C2071937      000       927         001        7440

     C2071937      000       927         001        7460
     C2071937      000       927         001        7460

     C2071937      000       927         001

     C2071937      000       927         504        0100
     C2071937      000       927         504        0100

     C2071937      000       927         504        7400
     C2071937      000       927         504        7400

     C2071937      000       927         504        7460
     C2071937      000       927         504        7460

     C2071937      000       927         504

     C2071937      000       927

     C2071937      000       929         001        7200
     C2071937      000       929         001        7200

     C2071937      000       929         001

     C2071937      000       929

     C2071937      000       937         001        7000
     C2071937      000       937         001        7000

     C2071937      000       937         001        7143
     C2071937      000       937         001        7143
```

JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7400		.00	107.75
			.00	280.75
			.00	1,854.17
	7430		.00	721.45
	7430		.00	721.45
	7530		.00	40.98
	7530		.00	40.98
			.00	762.43
			.00	762.43
	7440		.00	62.85
	7440		.00	62.85
	7460		58.19-	3,601.86
	7460		58.19-	3,601.86
			58.19-	3,664.71
	0100		3.60	3.60
	0100		3.60	3.60
	7400		.00	5.50
	7400		.00	5.50
	7460		3.00	75.85
	7460		3.00	75.85
			6.60	84.95
			51.59-	3,749.66
	7200		.00	198.93
	7200		.00	198.93
			.00	198.93
			.00	198.93
	7000		27.63-	.00
	7000		27.63-	.00
	7143		.00	1,494.75
	7143		.00	1,494.75

11/28/86

JOB COST SUMMARY
EA/ BJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2071937	000	905	130	7300	
C2071937	000	905	130	7300	
C2071937	000	905	130		
C2071937	000	905	504	0100	
C2071937	000	905	504	0100	
C2071937	000	905	504	7310	
C2071937	000	905	504	7310	
C2071937	000	905	504		
C2071937	000	905			
C2071937	000	907	001	7331	
C2071937	000	907	001	7331	
C2071937	000	907	001		
C2071937	000	907			
C2071937	000	920	001	0600	
C2071937	000	920	001	0600	
C2071937	000	920	001	0631	
C2071937	000	920	001	0631	
C2071937	000	920	001		
C2071937	000	920			
C2071937	000	921	001	7000	
C2071937	000	921	001	7000	
C2071937	000	921	001	7200	
C2071937	000	921	001	7200	
C2071937	000	921	001		
C2071937	000	921	136	0500	
C2071937	000	921	136	0500	
C2071937	000	921	136		
C2071937	000	921	504	7200	
C2071937	000	921	504	7200	
C2071937	000	921	504	7400	

```
      JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED

      CREW        MSA              CURRENT                    CURRENT
AIL   NUMBER      FIELD            MONTH                      BALANCE

      7300                                    .00                    4.50
      7300                                    .00                    4.50

                                              .00                    4.50

      0100                                    .00                   43.50
      0100                                    .00                   43.50

      7310                                    .00                    1.80
      7310                                    .00                    1.80

                                              .00                   45.30

                                              .00                  738.99

      7331                                    .00                  122.57
      7331                                    .00                  122.57

                                              .00                  122.57

                                              .00                  122.57

      0600                                    .00                   64.43
      0600                                    .00                   64.43

      0631                                    .00                   21.48
      0631                                    .00                   21.48

                                              .00                   85.91

                                              .00                   85.91

      7000                                    .00                   19.42
      7000                                    .00                   19.42

      7200                                    .00                1,159.80
      7200                                    .00                1,159.80

                                              .00                1,179.22

      0500                                    .00                  394.20
      0500                                    .00                  394.20

                                              .00                  394.20

      7200                                    .00                  173.00
      7200                                    .00                  173.00

      7400                                    .00                  107.75
```

```
11/28/86                                              JOB COST SUMMARY
                                         EA/[illegible]BJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                              PAYROLL CHARGES ARE LOADED

                                                            CREW        MSA
            EA        SUBJOB   ACTIVITY   OBJ-DETAIL       NUMBER      FIELD

         C2071937      000       903         001            7460
         C2071937      000       903         001            7460

         C2071937      000       903         001

         C2071937      000       903         030            4061
         C2071937      000       903         030            4061

         C2071937      000       903         030

         C2071937      000       903         134            7770
         C2071937      000       903         134            7770

         C2071937      000       903         134

         C2071937      000       903         504            7460
         C2071937      000       903         504            7460

         C2071937      000       903         504

         C2071937      000       903         550            4061
         C2071937      000       903         550            4061

         C2071937      000       903         550

         C2071937      000       903         560            4061
         C2071937      000       903         560            4061

         C2071937      000       903         560

         C2071937      000       903

         C2071937      000       905         001            7000
         C2071937      000       905         001            7000

         C2071937      000       905         001            7310
         C2071937      000       905         001            7310

         C2071937      000       905         001            7361
         C2071937      000       905         001            7361

         C2071937      000       905         001            7363
         C2071937      000       905         001            7363

         C2071937      000       905         001            7364
         C2071937      000       905         001            7364

         C2071937      000       905         001
```

```
      JOB COST SUMMARY
  BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED

         CREW        MSA              CURRENT                         CURRENT
AIL     NUMBER      FIELD              MONTH                          BALANCE

         7460                                      .00                    2,462.73
         7460                                      .00                    2,462.73

                                               141.42-                    3,258.93

         4061                                    26.52-                        .00
         4061                                    26.52-                        .00

                                                 26.52-                        .00

         7770                                      .00                        9.16
         7770                                      .00                        9.16

                                                   .00                        9.16

         7460                                      .00                        3.00
         7460                                      .00                        3.00

                                                   .00                        3.00

         4061                                      .00                       24.00
         4061                                      .00                       24.00

                                                   .00                       24.00

         4061                                    89.20                      178.40
         4061                                    89.20                      178.40

                                                 89.20                      178.40

                                                 78.74-                   3,473.49

         7000                                      .00                        9.71
         7000                                      .00                        9.71

         7310                                      .00                      372.01
         7310                                      .00                      372.01

         7361                                      .00                       12.57
         7361                                      .00                       12.57

         7363                                      .00                       45.78
         7363                                      .00                       45.78

         7364                                      .00                      249.12
         7364                                      .00                      249.12

                                                   .00                      689.19
```

```
11/28/86                                                JOB COST SUMMARY
                                              EA/ UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                   PAYROLL CHARGES ARE LOADED

                                                           CREW         MSA           C
          EA         SUBJOB   ACTIVITY   OBJ-DETAIL       NUMBER        FIELD

       C2071937       000                   194            7400
       C2071937       000                   194            7400

       C2071937       000                   194

       C2071937       000                   199            7400
       C2071937       000                   199            7400

       C2071937       000                   199

       C2071937       000                   504            0100
       C2071937       000                   504            0100

       C2071937       000                   504            7300
       C2071937       000                   504            7300

       C2071937       000                   504            7331
       C2071937       000                   504            7331

       C2071937       000                   504            8220
       C2071937       000                   504            8220

       C2071937       000                   504

       C2071937       000

       C2071937       000        136        504            0100
       C2071937       000        136        504            0100

       C2071937       000        136        504            7460
       C2071937       000        136        504            7460

       C2071937       000        136        504

       C2071937       000        136

       C2071937       000        900        001            8028
       C2071937       000        900        001            8028

       C2071937       000        900        001

       C2071937       000        900

       C2071937       000        903        001            4061
       C2071937       000        903        001            4061

       C2071937       000        903        001            7420
       C2071937       000        903        001            7420
```

```
        JOB COST SUMMARY                                                         PAGE        1
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED


        CREW        MSA                 CURRENT                     CURRENT
AIL    NUMBER      FIELD                 MONTH                      BALANCE

        7400                                      .00                         5.43
        7400                                      .00                         5.43

                                                  .00                         5.43

        7400                                      .00                          .00
        7400                                      .00                          .00

                                                  .00                          .00

        0100                                      .00                       107.08
        0100                                      .00                       107.08

        7300                                      .00                        36.90
        7300                                      .00                        36.90

        7331                                      .00                         6.60
        7331                                      .00                         6.60

        8220                                      .00                         7.20
        8220                                      .00                         7.20

                                                  .00                       157.78

                                                  .00                       163.21

        0100                                     3.60-                         .00
        0100                                     3.60-                         .00

        7460                                     3.00-                         .00
        7460                                     3.00-                         .00

                                                 6.60-                         .00

                                                 6.60-                         .00

        8028                                      .00                          .00
        8028                                      .00                          .00

                                                  .00                          .00

                                                  .00                          .00

        4061                                   141.42-                      618.95
        4061                                   141.42-                      618.95

        7420                                      .00                       177.25
        7420                                      .00                       177.25
```

10,158

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10-541	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Crook
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	10-24-86	Project Number BROS-0700(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 6, 19 86.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 63,103	$ 64,975
Federal funds	$ 50,481	$ 51,979
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 18, 1986

FEDERAL AID PROJECT NO. BROS-0700(7)

DRY CREEK (DAVIS RD.) BRIDGE SEC.
COUNTY ROAD
CROOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE (BRIDGE NO. 16752)(STA. 16+54 TO STA. 16+97)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structural Excavation	20.00	24	$ 480.00	94.45	$ 1,889.00
			$ 480.00		$ 1,889.00

Increase	$ 1,409.00
Subtotal from estimate of Dec. 30, 1985	50,468.08
Subtotal	$ 51,877.08
Engineering	7,780.92
Total	$ 59,658.00

TYPE CODE E000
ROADWAY (STA. 13+00 TO STA. 16+54 & STA. 16+97 TO STA. 19+29.77 PTBK = 19+65.63

Total as on estimate of December 30, 1985		$ 5,317.00
Length of Project:	Structure	0.008 mi.
	Roadway	0.118 mi.
Total		0.126 mi.
Cost of Roadway Per Mile		$ 45,059.32

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Structure	114	$ 59,658.00	$ 47,726.00	$ 5,966.00	$ 5,966.00
Roadway	114	5,317.00	4,253.00	532.00	532.00
Total		$ 64,975.00	$ 51,979.00	$ 6,498.00	$ 6,498.00

Group 011 100%
Contract No. 10168
Prefix: C207-1937 (PE)
C10168 (Const.) F03929

RLC:bkb pf

TO BE COMPLETED BY FHWA		
1-28	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Crook PROJECT NO. BROS-0700(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Dry Creek (Davis Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-26-85	0.126
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 63,103.00	$ 50,481.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JAN 6 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

G - File

Oregon State Highway Division
Salem, Oregon December 30, 1985

Federal Aid Project No. BROS-0700(7)

Dry Creek (Davis Rd.) Bridge Sec.
County Road
Crook County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Bridge No. 16752)(Sta. 16+54 to Sta. 16+97)

Mobilization	All Required	(95%)		$ 6,650.00
Temporary Protection and Direction of Traffic	All Required			1,050.00
Temporary Signs	Sq. Ft.	74	4.50	333.00
Temporary Barricades	Each	6	75.00	450.00
Flaggers	Hour	80	6.00	480.00
Guardrail, Type 3	Lin. Ft.	100	15.00	1,500.00
Bridge Removal Work	All Required			1,300.00
Shoring, Cribbing, Etc.	All Required			1,300.00
Structure Excavation	Cu. Yd.	24	20.00	480.00
Structural Concrete, Class 3300	All Required			13,000.00
Reinforcement	All Required			3,500.00
4'x40'/45' Prestressed Slabs	Each	6	2,829.00	16,974.00
Two Tube Steel Railing	Lin. Ft.	80	40.00	3,200.00
				$ 50,217.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required		$ 251.08
		Subtotal	$ 50,468.08
		Engineering	7,317.92
		Total	$ 57,786.00

Type Code E000
Roadway (Sta. 13+00 to Sta. 16+54 & Sta. 16+97 to Sta. 19+29.77 PTBK = 19+65.63 POTAH to Sta. 20+50)

Mobilization	All Required	(05%)		$ 350.00
General Excavation	All Required			500.00
Guardrail, Type 2A	Lin. Ft.	150	10.00	1,500.00

Guardrail Anchors, Type 1	Each	4	250.00	1,000.00
Rail End Pieces, Type C	Each	4	69.00	276.00
				$ 3,626.00

Anticipated Items

Roadside Seeding and Mulching	All Required		$ 1,000.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required		18.13
			$ 1,018.13
		Subtotal	$ 4,644.13
		Engineering	672.87
		Total	$ 5,317.00

Length of Project:	Structure	0.008 miles
	Roadway	0.118 miles
Total		0.126 miles

Cost of Roadway Per Mile	$ 45,059.32

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$ 57,786.00	$ 46,228.00	$ 5,779.00	$ 5,779.00
Roadway	5,317.00	4,253.00	532.00	532.00
Total	$ 63,103.00	$ 50,481.00	$ 6,311.00	$ 6,311.00

Group 011 = 100%

Contract No. 10168
Prefix: C207-1937 (PE)
C10168 (Const.)
DRH:bkb

10168

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEK ENDING
26
JULY [illegible], 1986

PROJECT NAME (SECTION)
DRY CREEK BRIDGE

CONTRACT NO
10168

HIGHWAY
DAVIS ROAD (COUNTY)

COUNTY
CROOK

F A PROJECT NO
BROS-700(7)

CONTRACTOR
EMW CONSTRUCTION

KIND OF WORK
GRADING & STRUCTURE

DATE OF AWARD
12-7-85

PROJECT AUTHORIZATION
CURRENT AUTHORIZATION $ 57,592.00
ESTIMATED PROJECT COST $ 56,532.00
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN -1.8%

ENGINEERING
AUTHORIZATION $ 5,511.00
COST THIS WEEK $ 1,000.00
TOTAL TO DATE $ 11,000.00
PERCENT OF AUTHORIZATION 199 %

FIRST NOTIFICATION DATE
4-14-86

ESTIMATED DATE OF COMPLETION, OR
9-10-86

SECOND NOTIFICATION DATE AND
6-20-86

ESTIMATED SEMIFINAL SUBMITTAL DATE
JULY 25, 86

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	09/30/86	150	69	46	YES
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	CLEANUP
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	100	100

ACTIVITIES THIS WEEK:

NO ACTIVITY THIS WEEK.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

SUBMITTED TO REGION THIS WEEK

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

PROJECT MANAGER (SIGN)

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

December 23, 1985

PRO

The Honorable Dick Hoppes
Crook County Judge
300 East Third Street
Prineville, OR 97754

Subject: Dry Creek (Davis Rd.) Bridge #13034-334-00655
Project No. BROS-0700(7)
Crook County

On December 19, 1985 the State Highway Division received a satisfactory bid from EMW Construction Company, 20008 Alderwood Circle, Bend, Oregon 97702 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8212, and our Local Government Agreement the County is requested to deposit the balance of their share of the construction cost as computed below:

Contractors Bid		$53,843.00
Anticipated Items		1,269.00
Subtotal		$55,112.00
Contingencies (4-1/2%)		2,480.04
Engineering (10%)		5,511.20
Total Construction Cost		$63,103.24
Estimated P.E. Cost		22,000.00
Less Free Bridge Design & Specs.		(6,000.00)
Less Federal Funds (80%)		(63,282.59)
Less State Share of Const. 1/2 Balance		(6,310.32)
Less County's Advance Deposits		
P.E. AD #84-106	$4,100	
65% Const. AD #85-142	$5,400	(9,500.00)
COUNTY'S REMAINING BALANCE DUE		$ 10.33

We will ask for the balance due, if any, when the project is completed and final cost adjustments are made. We will award the contract when we receive Commission approval and DBE/WBE goals are met.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
bcc: John Hagedorn, Region 4
Vern Skoog
Don Trout

10,11

December 3, 1985

PRO

The Honorable Dick Hoppes
Crook County Judge
300 East Third Street
Prineville, OR 97754

SUBJECT: Dry Creek (Davis Rd.) Bridge #13C34-334-00655
Crook County
Project No. BROS-0700(7)

Dear Judge Hoppes:

On December 19, 1985 the State Highway Division will receive bids on the subject project. This is an Highway Bridge Replacement (HBR) project and as per our Agreement No. 8212, and our Local Governments Agreement the County is requested to deposit their share of the estimated construction cost as computed below:

Estimated Construction Cost	$83,000
Federal Funds (80%)	(66,400)
State's Share 1/2 Balance	(8,300)
County's Share	$ 8,300
65% of County's Share & Advance Deposit	$ 5,400

We will award the contract when we receive your advance deposit in the amount of $5,400 and DBE/WBE goals have been met. Please submit your deposit by December 18, 1985. You may use one of the three options described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachments

bcc w/AD #85-142: John Hagedorn, Region 4
Vern Skoog-Please return completed AD #85-142 when advance deposit is received.
Gary A. Potter
Donald L. Trout

ck
RECEIVED
12-10-85
MKS

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0700(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50015

6. TO

12 3 85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE November 26, 1985

8. FEDERAL ROUTE NUMBER - - -

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Dry Creek (Davis Rd.) Bridge #13634-334-00655

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 11-25-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $85,000; Federal Funds $68,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11-20-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 12/3/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,168

Section *Dry Creek (Davis Rd.) Bridge* Programming Estimate $ *82,000*
Highway *County Road (Davis Rd.)* Project Length *0.14 Mi.*
County *Crook* Completion Time *150 C.D. but not later than*
Kind of Work *Grading & Structure* ~~Est. Comp. Date~~ *September 30, 1986*
Prefix *C207-1937* Letting Date *December 21, 1985* Project No. *BROS-700(7)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Revised 11-15-85

Estimated Contract Amount . . . $ *71,004-*

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	*1,000-*
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ______ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	*360- 269*

Adjust Utilities:

Total Anticipated Items $ *1360- 1269*

Subtotal $ *72,364.00*

Contingencies (4-1/2%) . . . *3256.38*
Engineering (8, 9, [✓ 10%]) . . . *7236.40*

Subtotal $ *82,856.78*

Credit for ______

Estimated Net Authorization, Construction . . . $ *82,856.78*

APPROVED

______
Road Design Engineer

2:40 11-15-85
DRH

Rev. 7/85

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Dry Creek (Davis Rd.) Bridge		REFERENCE NAME/PHONE		COUNTY Crook	SHEET 1 OF 2
KIND OF WORK Grading & Structure	KEY NUMBER	LENGTH 0.14 Mi.	DATE 10-9-85	NAME Leroy Churchill	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 10/10/85 MLW THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 12/19/85					
	Mobilization			All	-	6,100 00 ~~6,700 00~~
	Temporary Protection and Direction of Traffic			All	-	1,250-
	Temporary Signs		Sq.Ft	74	8-	592-
	Temporary Barricades		Each	6	70-	420-
	Flaggers		Hour	80	20-	1,600 00
	ROADWORK					
	General Excavation			All	-	1,000 00
	Guard Rail, Type 2A		Lin.Ft.	150	17-	2,550 00
	Guard Rail, Type 3		Lin.Ft.	100	30-	3,000 00
	Guard Rail Anchors, Type 1		Each	4	350-	1,400 00
	Rail End Pieces, Type C		Each	4	90-	360 00

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION DryCreek (Davis Rd.) Bridge		REFERENCE NAME/PHONE	COUNTY Crook	SHEET 2 OF 2
KIND OF WORK Grading & Structure	KEY NUMBER	LENGTH 0.14 Mi.	DATE 10-9-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	Bridge Removal Work			All		4,000-
	Shoring, Cribbing, Etc.			All		2,000-
	Structure Excavation		Cu.yd.	24 ~~30~~	18-	432- ~~540-~~
	~~Special Wall Backfill~~		~~Cu.yd.~~	~~108~~	~~13-~~	~~1,404-~~
	Structural Concrete, Class 3300			All		19,500 ~~22,000-~~
	Reinforcement			All		~~3,362.50~~ 3690.00
	4'x 40'/45' Prestressed Slabs		Each	6	3345-	20,070-
	Two Tube Steel Railing		Lin.Ft.	80 ~~100~~	38-	3,040 ~~3,000~~
						~~74,257.00~~
						~~70,696.50~~
		Revised 11-15-85				71,004.00

S U M M A R Y

Dry Creek (Davis Rd) Bridge ITEM BROS-700(7)	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
			Roadwork	Bridge
Mobilization	All	All	(5%) 305-	(95%) 5795-
Temporary Protection and Direction of Traffic	All	All		1,250-
Temporary Signs	Sq.Ft.	74		592-
Temporary Barricades	Each	6		420-
Flaggers	Hour	80		1600-
ROADWORK				
General Excavation	All	All	1000-	
Guard Rail, Type 2A	Lin.Ft.	150	2550-	
Guard Rail, Type 3	Lin.Ft.	100		3,000-
Guard Rail Anchors, Type 1	Each	4		1400-
Rail End Pieces, Type C	Each	4		360-
STRUCTURE				
Bridge Removal Work	All	All		
Shoring, Cribbing, Etc.	All	All		4000-
Structure Excavation	Cu.Yd.	24		432-
Structural Concrete, Class 3300	All	All		19,500-
Reinforcement	All	All		3690-
[illegible]'x40'/45' Prestressed Slabs	Each	6		20,070-
Two-Tube Steel Railing	Lin.Ft.	80		3,040-
Sub Total (71004)			3855-	67,149-
Anticipated Items:				
Roadside Seeding & Mulching			1,000-	
EEO/Labor Compliance Monitoring			20-	340-
Subtotal (72364)		6,643	4875-	67489-
Contingencies 4½% (3256.38)			219.37	3037.01
Engineering 10% (7236.40)			487.50	6748.90
			7,626	75,240
TOTAL (82,856.78)		7,606	5581.87	77274.91
			7%	93%

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

October 7, 1985
IN REPLY REFER TO
HFO.4/5-OR

RECEIVED
STATE HWY ENGR
OCT 8 '85
REFER TO
Hunter
FOR

Info	Invest	R/D	O/R	Sign	Act	File
					X	

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project BROS-0700(7)
Dry Creek (Davis Road) Bridge
County Road (Davis Road)
Crook County

Your memorandum of October 2, 1985 requested our concurrence of your revised design proposal to construct an 11 degree 30 minute curve with a superelevation rate of 0.08/ft/ft as part of this project.

We agree that design elements are appropriate for this road and concur with your proposal.

Sincerely yours,

G. K.
Dale E. Wilken
for Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (R. A. Kuehn, Fin Des)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

[illegible]

DATE: October 2, 1985

In Reply Refer to
File No.:
DES 16

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Dry Creek (Davis Road) Bridge
County Road (Davis Road)
Crook County

We have reviewed this project again after your comments of August 16, 1985.

We now believe that a superelevation rate of 0.08'/ft. is called for. This rate for the 11 degree 30 minute curve gives a design speed of 41.6 MPH, which is well above the minimum of 30 MPH.

Crook County has concurred that a 40 MPH design speed is adequate.

Your concurrence is solicited that the alignment standards have been adhered to.

Your cooperation and help in solving this problem is appreciated.

RAK:NH:ja

cc E. S. Hunter
Dale Allen
L. Brock
N. L. Henry

RECEIVED
OCT 2 1985
ROAD DESIGN
SECTION

BPC
CA
Copy All
Return To
R/U / /

Form 734-3122

CON 19-1
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 16,1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Hunter:

Oregon Project BROS-0700(7)
Dry Creek (Davis Road) Bridge
Design Speed

We have reviewed your August 6, 1985 proposal to use a 40 MPH design speed for the above project.

We agree that a 40 MPH design speed should be adequate for this low volume, gravel, rural road. The design criteria as set forth in the Local Roads and Streets chapter of the AASHTO publication "A Policy on Geometric Design of Highways and Streets" indicates that for a 40 MPH design speed your proposal to construct an 11°-30' curve with 0.06 ft/ft maximum superevelation slightly exceeds the design maximum recommended degree of curvature of 11°-15'. We suggest that the design be reviewed, and if practical, the 11°-15' curve should be used.

Crook County concurrence should be obtained for the proposed 40 MPH design speed.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

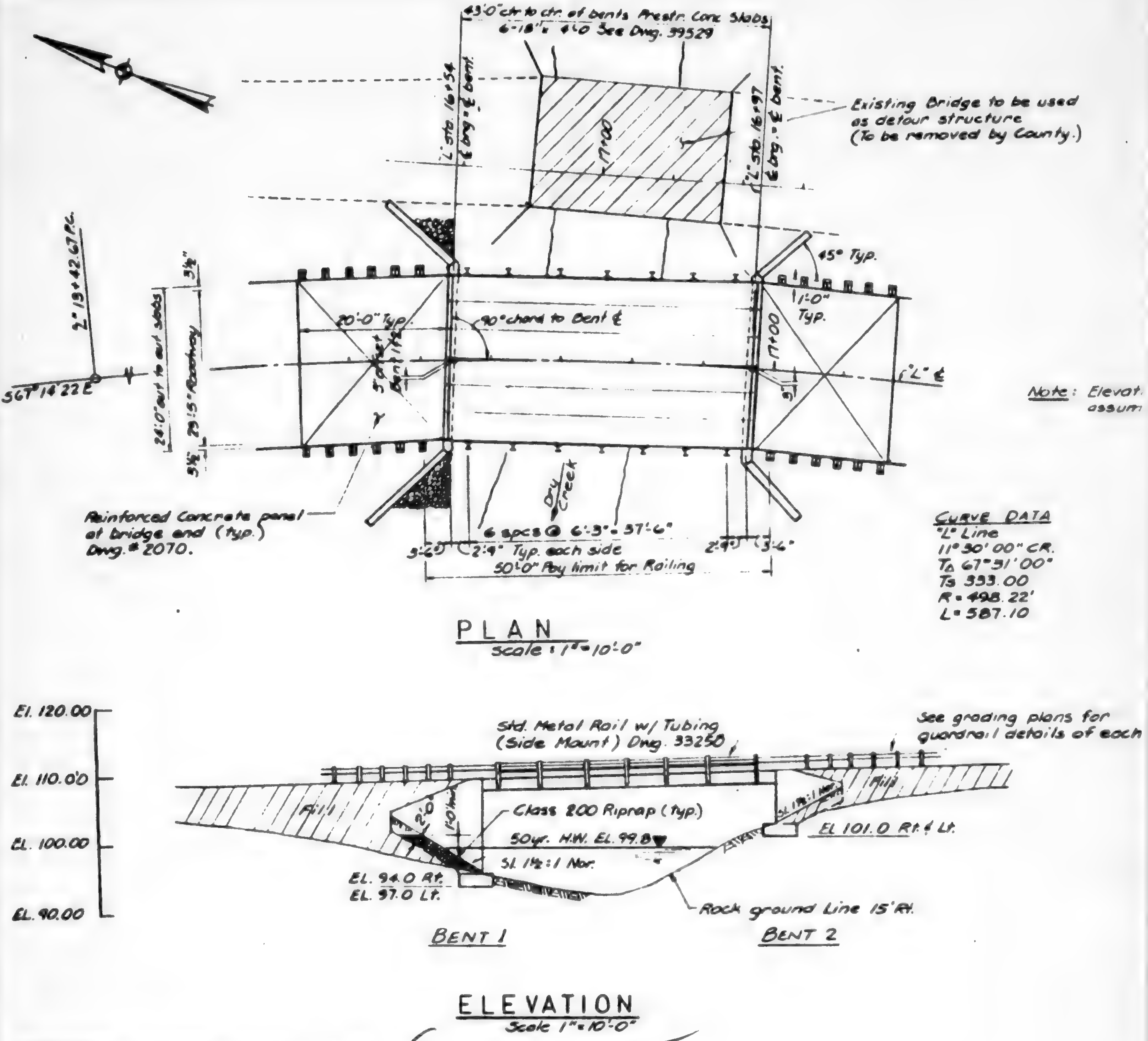
RECEIVED
STATE HWY ENGR
AUG 27 '85
REFER TO
Christensen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cc:
OSHD (G. Potter, Prog)
OSHD (R. A. Kuehn, Fin Des)

SUMMARY

			SEGREGATION OF QUANTITIES	
Dry Creek (Davis Rd) Bridge ITEM BROS-700(7)	UNIT	QUANTITY	Roadwork	Bridge
Mobilization	All	All	(5%) 305-	(95%) 5795-
Temporary Protection and Direction of Traffic	All	All		1,250-
Temporary Signs	Sq.Ft.	74		592-
Temporary Barricades	Each	6		420-
Flaggers	Hour	80		1600-
ROADWORK				
General Excavation	All	All	1000-	
Guard Rail, Type 2A	Lin.Ft.	150	2550-	
Guard Rail, Type 3	Lin.Ft.	100		3,000-
Guard Rail Anchors, Type I	Each	4		1400-
Rail End Pieces, Type C	Each	4		360-
STRUCTURE				
Bridge Removal Work	All	All		4000-
Shoring, Cribbing, Etc.	All	All		2000-
Structure Excavation	Cu.Yd.	24		432-
Structural Concrete, Class 3300	All	All		19,500-
Reinforcement	All	All		3690-
4'x40'/45' Prestressed Slabs	Each	6		20,070-
Two-Tube Steel Railing	Lin.Ft.	80		3,040-
Sub Total (71004)			3855-	67,149-
Anticipated Items:				
Roadside Seeding & Mulching			1,000-	
EEO/Labor Compliance Monitoring			20-	340-
Subtotal (72364)			4875-	67489-
Contingencies 4½% (3256.38)			219.37	3037.01
Engineering 10% (7236.40)			487.50	6748.90
TOTAL (82,856.78)			5581.87	77274.91
			7%	93%


43'-0" ctr. to ctr. of bents Prestr. Conc. Slabs
6-18" x 4'-0 See Dwg. 39529
"L" Sta. 16+54 ℄ brg. = ℄ bent
"L" Sta. 16+97 ℄ brg. = ℄ bent
Existing Bridge to be used as detour structure (To be removed by County.)
17+00
45° Typ.
1'-0" Typ.
"L" 19+42.67 P.C.
S67° 14' 22" E
3½"
26'-0" out to out slabs
29'-5" Roadway
3½"
20'-0" Typ.
90° chord to Bent ℄
Skew
"L" ℄
Note: Elevat
assum
Reinforced Concrete panel at bridge end (typ.) Dwg. # 2070.
Dry Creek
6 spcs @ 6'-3" = 37'-6"
3'-6"
2'-9" Typ. each side
2'-9"
3'-6"
50'-0" Pay limit for Railing
CURVE DATA
"L" Line
11° 30' 00" CR.
Δ 67° 31' 00"
Ts 333.00
R = 498.22'
L = 587.10
PLAN
Scale 1" = 10'-0"
El. 120.00
El. 110.00
El. 100.00
El. 90.00
Std. Metal Rail w/ Tubing (Side Mount) Dwg. 33250
See grading plans for guardrail details of each
Fill
Fill
2'-0"
1'-0" Min.
Class 200 Riprap (typ.)
50 yr. H.W. El. 99.8
Sl. 1½:1 Nor.
Sl. 1½:1 Max.
EL 101.0 Rt. & Lt.
EL. 94.0 Rt.
EL. 97.0 Lt.
Rock ground Line 15' Rt.
BENT 1
BENT 2
ELEVATION
Scale 1" = 10'-0"

APPROVED BY CROOK COUNTY COURT August 14, 1985
Date

Judge

Frances Burgess
Commissioner

Bill Ewing
Commissioner

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary, Typical & Details
3	Plan & Profile

6482
OREGON
JULY 11, 1959
RICHARD A. KUEHN

Note: Temporary Protection And Direction Of Traffic To Be Written In Special Provisions

PRELIMINARY COPY
SUBJECT TO CHANGE

STATE OF O

DEPARTMENT OF TR

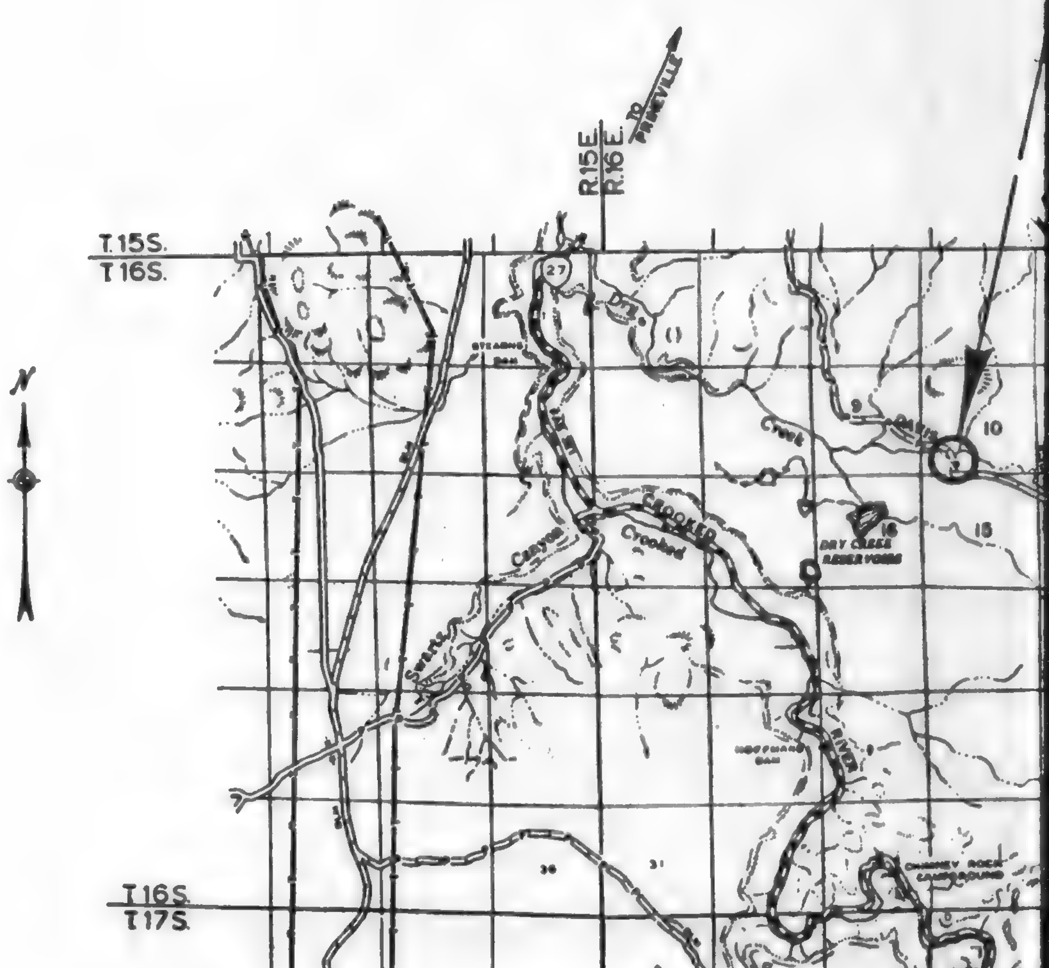
STATE HIGHWAY

PLANS FOR PROPOSE

DRY CREEK (DAVIS R

COUNTY ROAD (

CROOK COU


N
TO PRINEVILLE
R.15E.
R.16E.
T.15S.
T.16S.
27
STEARNS DAM
Dry
Creek
9
10
Canyon
CROOKED
Crooked
DRY CREEK RESERVOIRS
16
15
RIVER
HOFFMAN DAM
30
31
CHIMNEY ROCK CAMPGROUND
T.16S.
T.17S.
Canyon
HWY

Sketch M

Scale 0 1

Length 0.14

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
AUG 5 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

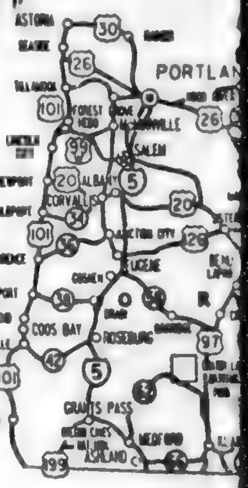
DRY CREEK (COUNT CR	
FED. ROAD Div. No.	STAT
10	OREG

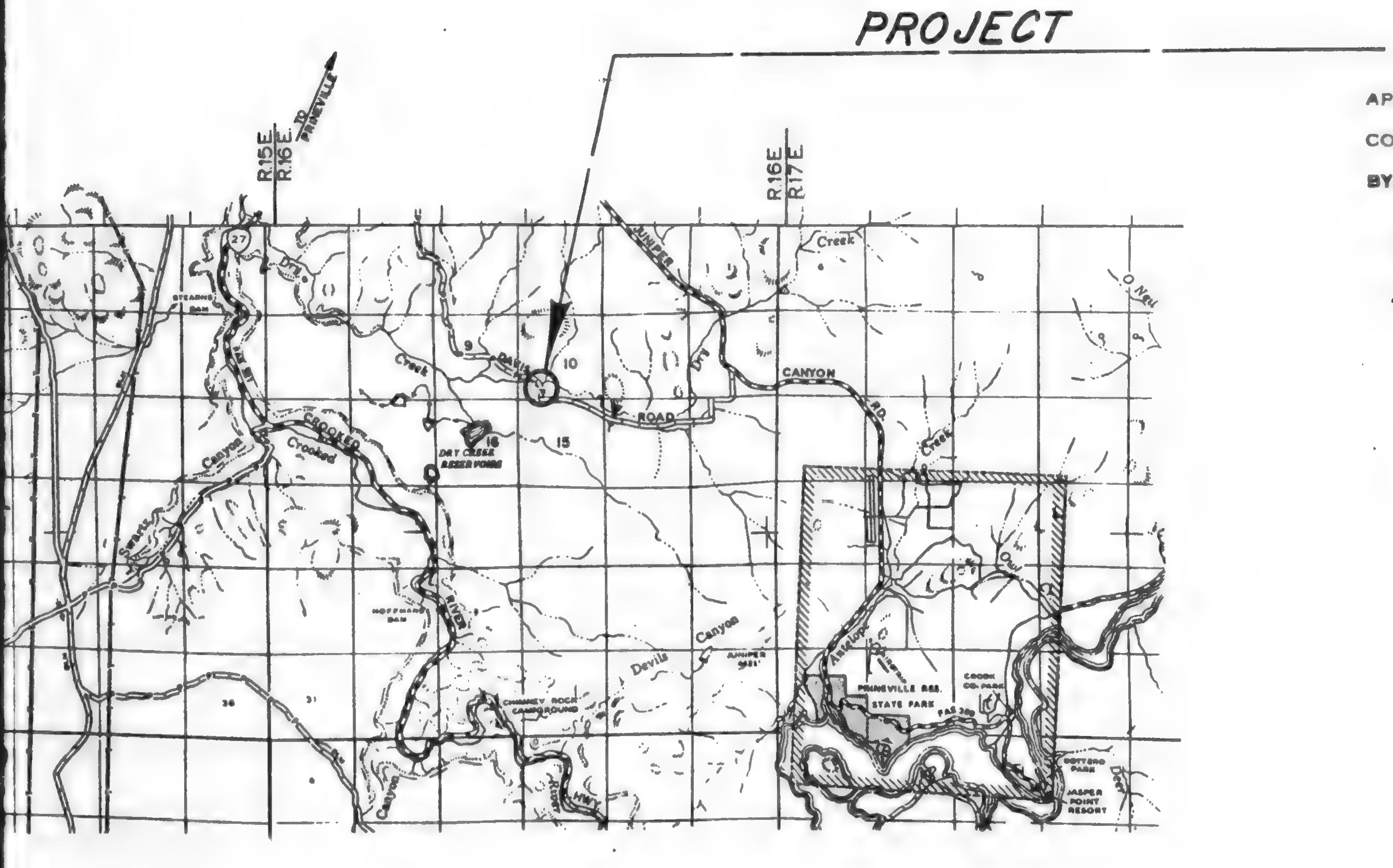
HB

DRY CREEK (DAVIS RD.) BRIDGE SEC.

COUNTY ROAD (DAVIS RD.)

CROOK COUNTY


ASTORIA
SEASIDE
TILLAMOOK
LINCOLN CITY
NEWPORT
WALDPORT
FLORENCE
REEDSPORT
NORTH BEND
COQUILLE
GOLD BEACH
30
26
101
99
20
34
5
126
38
42
97
199
PORTLAN
FOREST GROVE
McMINNVILLE
SALEM
ALBANY
CORVALLIS
JUNCTION CITY
EUGENE
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
R


PROJECT
R15E
R16E
TO PRINEVILLE
R16E
R17E
27
JUNIPER
Creek
Dry
9
10
15
16
DAVIS
ROAD
CANYON
RD.
Creek
O'Neil
CROOKED
Crooked
Canyon
DRY CREEK RESERVOIRS
HOFFMAN DAM
RIVER
Devils
Canyon
JUNIPER
CHIMNEY ROCK CAMPGROUND
Antelope
Owl
PRINEVILLE RES. STATE PARK
CROOK CO. PARK
HWY
Canyon
30
31
JASPER POINT RESORT

Sketch Map
Scale 0 1 2 Miles

APPROVED Aug

COUNTY COURT OF

BY

Frances
COUN

Bill E
COUN

OREGON
Antho
Peter
Rober
N. B. G
Samue
Fred

H. S.

STATE HIG

APPROVED

E OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

FOR PROPOSED PROJECT

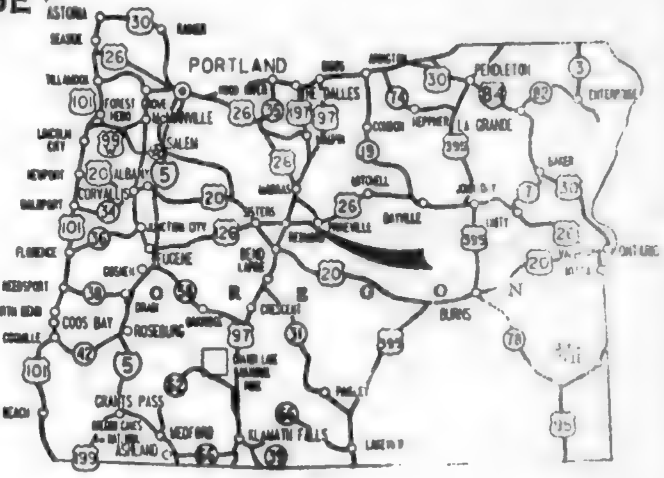
Length 0.14

DRY CREEK (DAVIS RD) BRIDGE SEC. COUNTY ROAD (DAVIS RD) CROOK COUNTY				SHEET NO. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR

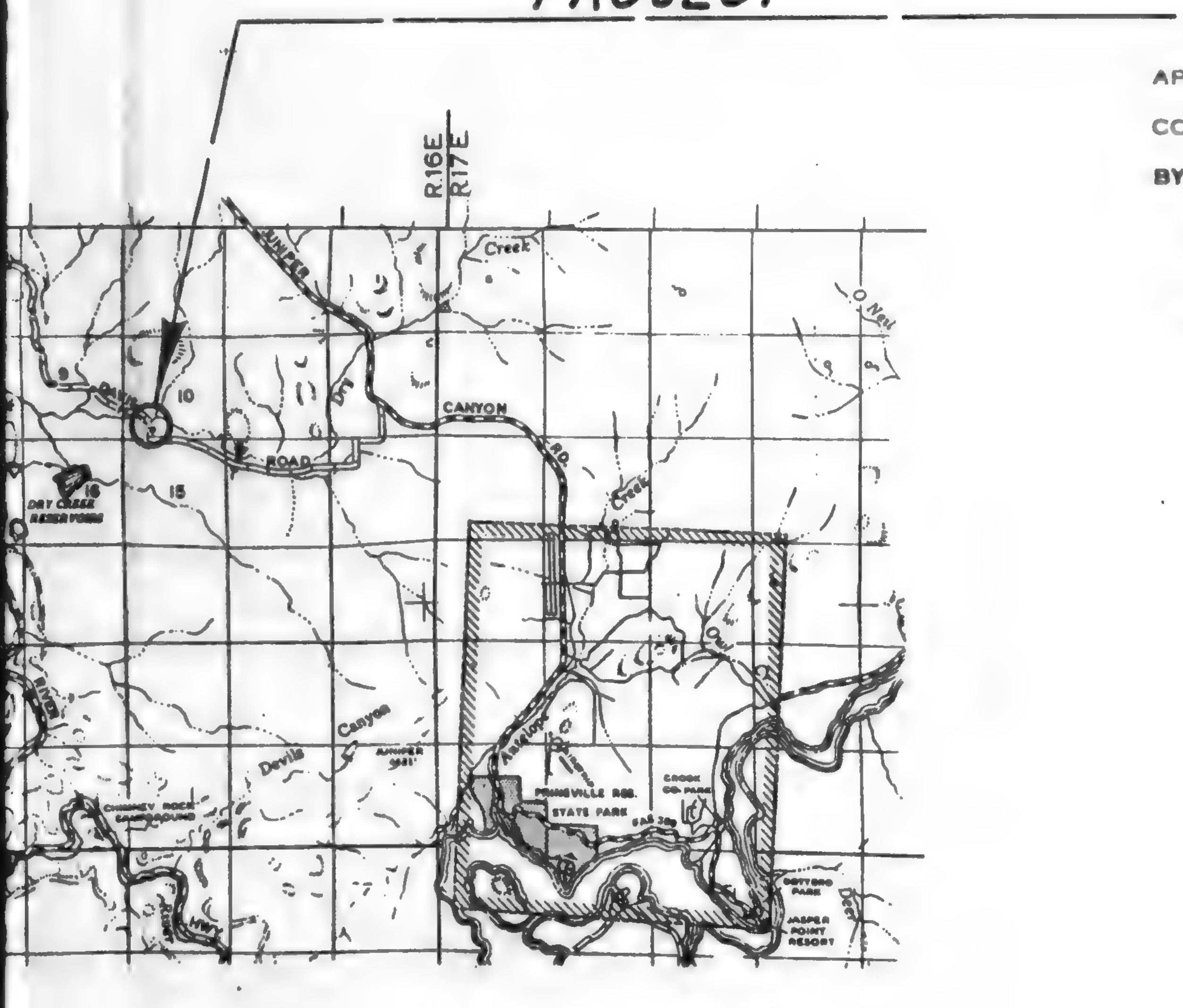
PRELIMINARY COPY
AUG 5 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AVIS RD.) BRIDGE SEC.
Y ROAD (DAVIS RD.)
CROOK COUNTY



ASTORIA
SEASIDE
TILLAMOOK
PORTLAND
PENDLETON
ENTERPRISE
LA GRANDE
SALEM
ALBANY
CORVALLIS
NEWPORT
FLORENCE
EUGENE
REEDSPORT
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
BAKER
BURNS
CRESCENT
THE DALLES
GOLD BEACH
LAKEVIEW
O R E G O N

PROJECT



R.16E
R.17E
Creek
O'Neil
CANYON
RD.
ROAD
10
15
16
DRY CREEK RESERVOIRS
Devils
Canyon
CHIMNEY ROCK CAMPGROUND
PRINEVILLE RES. STATE PARK
CROOK CO. PARK
JASPER POINT RESORT

Sketch Map
Scale 0 1 2 Miles

APPROVED August 14 1985
COUNTY COURT OF Crook COUNTY
BY
COUNTY JUDGE
Frances Burgess
COUNTY COMMISSIONER
Bill Ewing
COUNTY COMMISSIONER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giusting	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER

DATE

10 [illegible]

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

8-5-85

Highway # 2007

County Crook

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-0700(6) Prefix 207-1937

Project Name Dry Creek (Davis Rd.) Bridge

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Prineville, Oregon, this 5th day of August, 1985

County of Crook

Dick Hopper
County Judge/Chairman

Frances Burgess
Commissioner

Bill Ewing
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 8/9/85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1985

In Reply Refer to
File No.
DES 16

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Dry Creek (Davis Road) Bridge
County Road (Davis Road)
Crook County

This is to request an exception to the minimum standards for alignment. The design criteria is set forth in "A Policy on Geometric Design of Highways and Streets".

The purpose of this project is to replace a deficient structure. Davis Road is a "Rural Local Road" with ADT of 50 (1982) and the Prospectus calls for design speed of 55 MPH.

We propose that a design speed of 40 MPH is more appropriate for a gravel road in this location. For a 40 MPH road, the standards call for a maximum of 12°15' curve with super rate of 0.08 ft. per ft. We propose to construct an 11°30' curve with 0.06 ft. per ft. super rate.

The proposed alignment will provide a design speed of 29 MPH, which is a considerable improvement. We recommend that a steeper super rate not be used because of the slow winter traffic. A flatter curve would require more right-of-way, more skew for the crossing and a longer structure.

Your concurrence is solicited, that it is in the public's interest to allow this alignment. The reasons for the exception are to reduce the right-of-way taking, establish a better crossing angle, and maintain the cost at an acceptable level.

Attachment

bc E. S. Hunter
Dale Allen
L. Brock
N. L. Henry

NH:ja

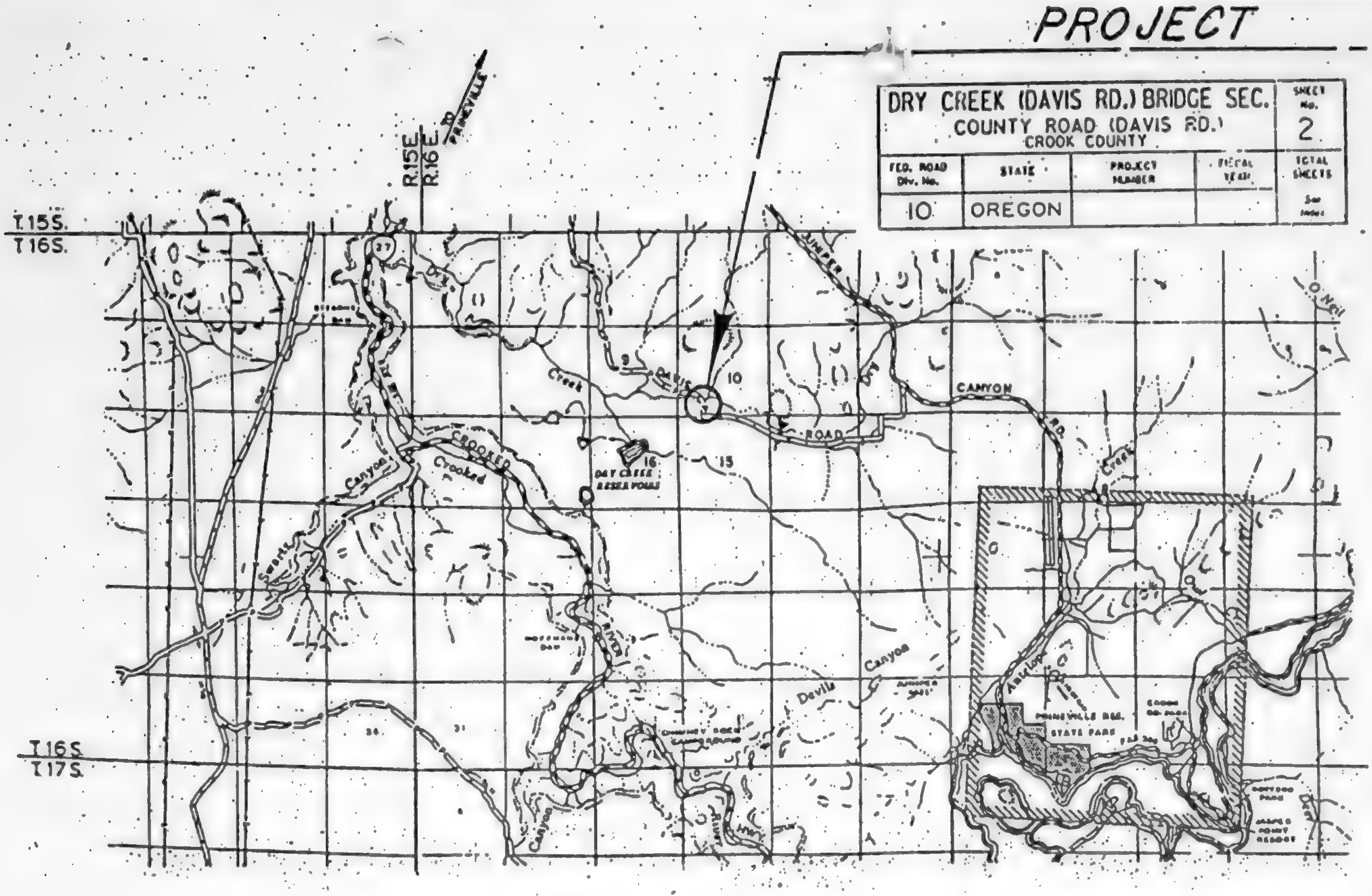
RECEIVED
AUG 8 1985
ROAD DESIGN SECTION

✓ RDE Doe
FDE
LE
SE
FPC
PDE
LFE
GTE

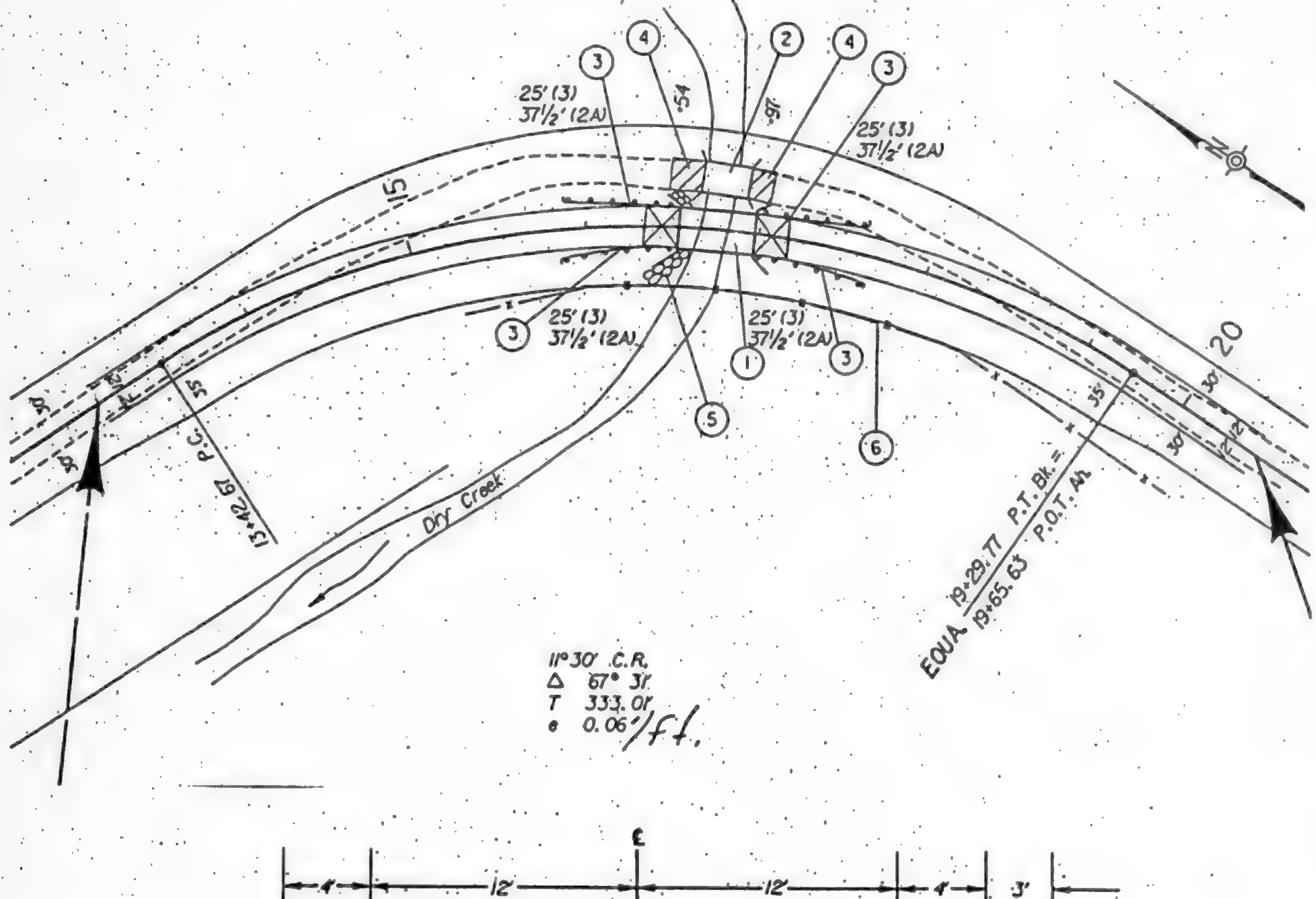
BPC
FDS
CAD
Copy All
Return To
B/U __/__/__

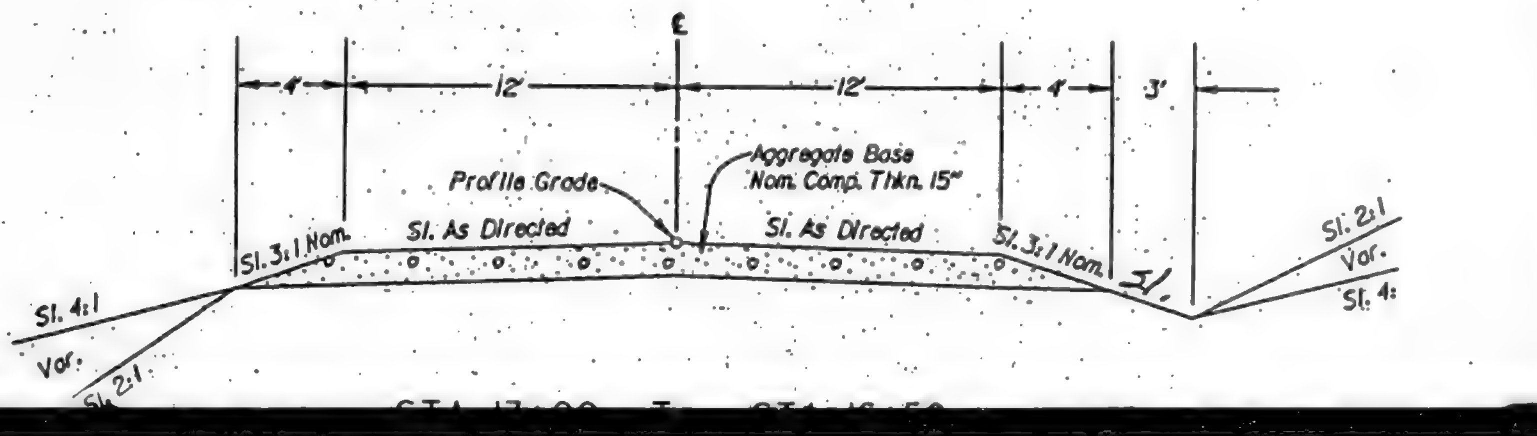
Form 734-3122

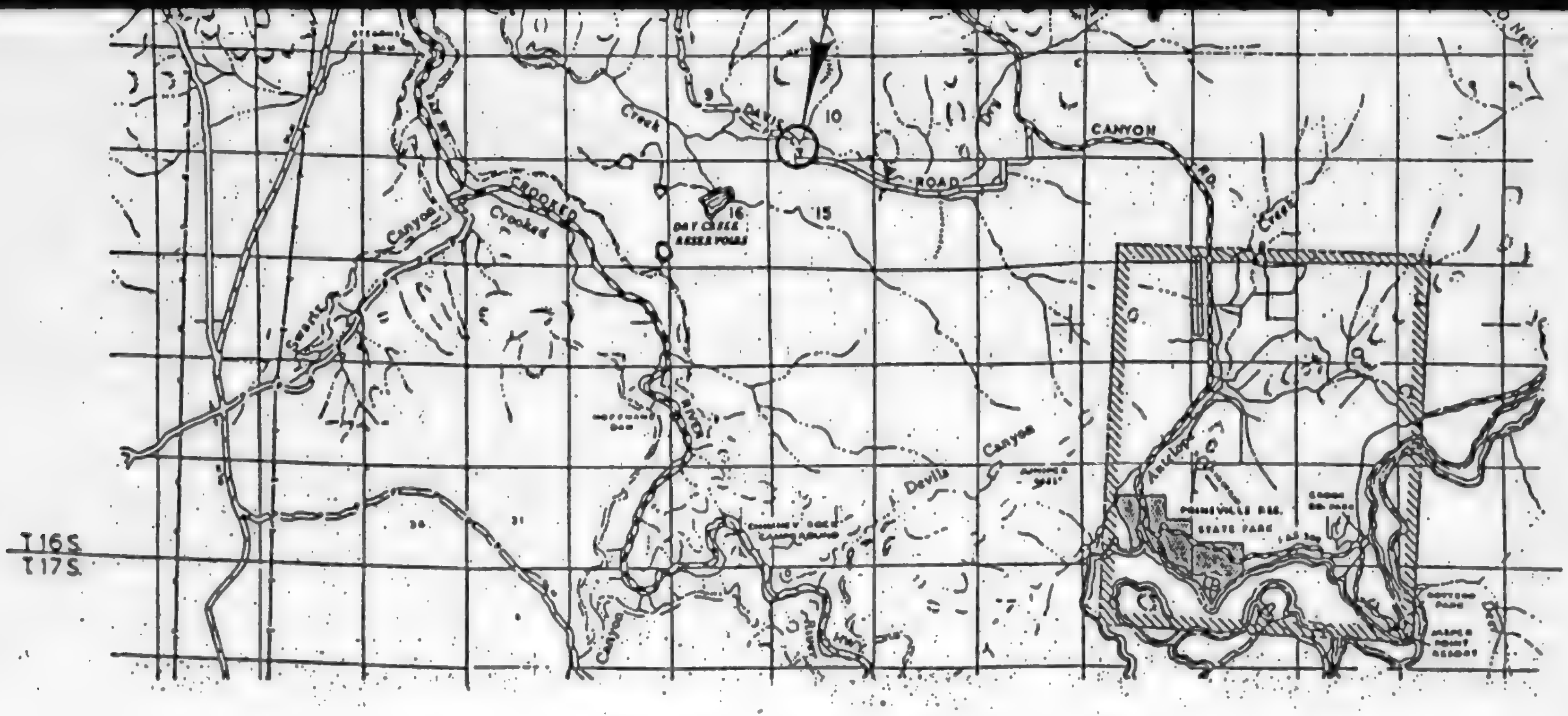
DRY CREEK (DAVIS RD.) BRIDGE SEC. COUNTY ROAD (DAVIS RD.) CROOK COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


PROJECT
R.15E.
R.16E.
T.15S.
T.16S.
T.16S.
T.17S.
PRINEVILLE
Creek
DAVIS
ROAD
CANYON
RD.
Creek
O'Neil
CROOKED
Crooked
Canyon
DRY CREEK RESERVOIRS
Devils
Canyon
PRINEVILLE RES. STATE PARK
10
15
16

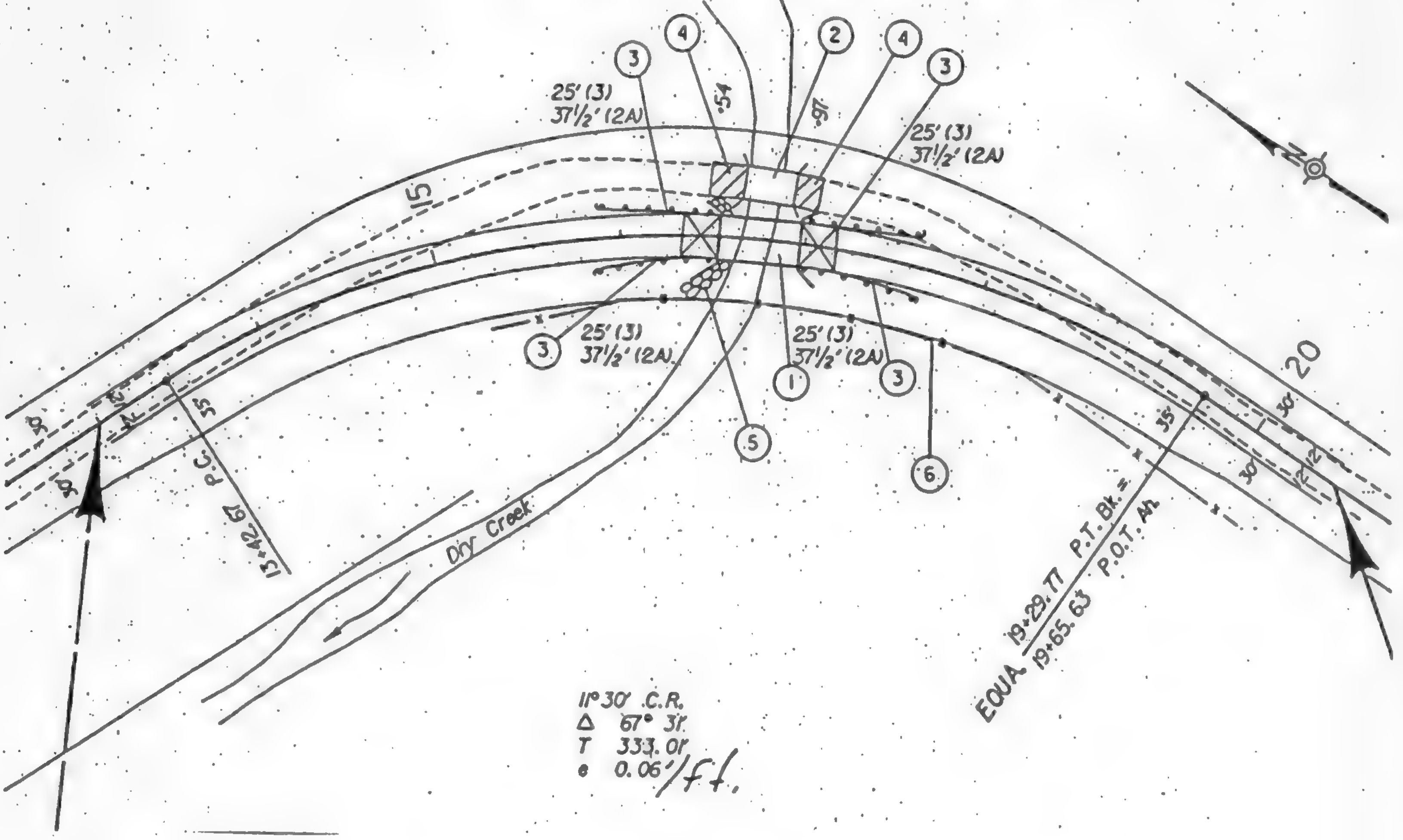
SEC. 10, T. 16 S., R. 16 E., W. M.


③
④
②
④
③
25' (3)
37½' (2A)
25' (3)
37½' (2A)
15
20
③
25' (3)
37½' (2A)
25' (3)
37½' (2A)
①
③
⑤
⑥
13+42.67 P.C.
55
55
30
30
Dry Creek
EQUA. 19+29.77 P.T. Bk. = 19+65.63 P.O.T. Ah.
11°30' C.R.
Δ 67° 31'
T 333.01'
e 0.06'/ft.

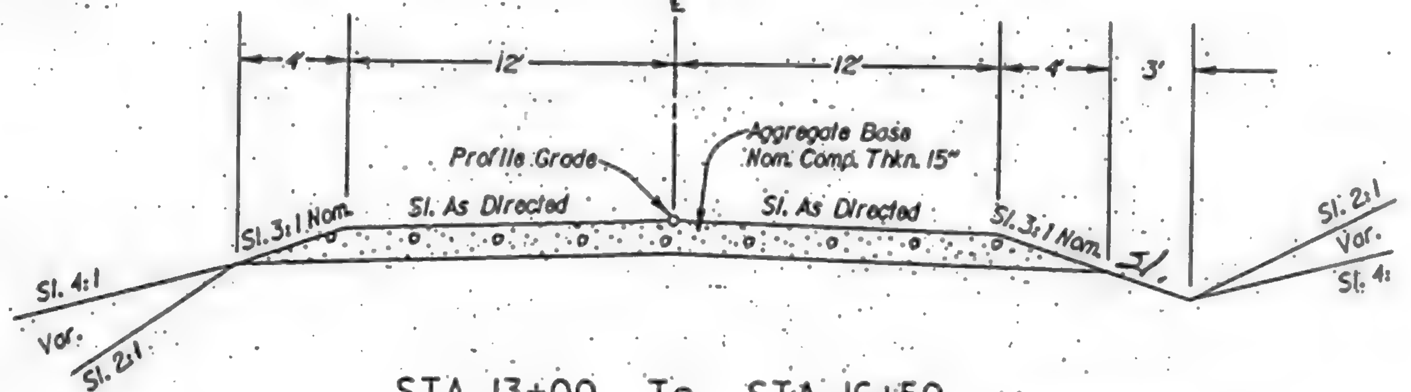

℄
4'
12'
12'
4'
3'
Profile Grade
Aggregate Base Nom. Comp. Thkn. 15"
Sl. 3:1 Nom.
Sl. As Directed
Sl. As Directed
Sl. 3:1 Nom.
Sl. 4:1
Var.
Sl. 2:1
Sl. 2:1
Var.
Sl. 4:


T16S
T17S
Crooked
Canyon
Creek
Devils
10
15
16
Road
Canyon
Rd
Dry Creek Reservoirs
Devils Canyon
Prineville Res. State Park
30
31

SEC. 10 , T. 16 S. , R. 16 E. , W. M.


③
④
②
④
③
25' (3)
37½' (2A)
54
51
25' (3)
37½' (2A)
15
25' (3)
37½' (2A)
25' (3)
37½' (2A)
③
①
③
⑤
⑥
20
35'
30'
P.C.
13+42.67
Dry Creek
EQUA. 19+29.77 P.T. Bk. =
19+65.63 P.O.T. Ah.

11° 30' C.R.
Δ 67° 31'
T 333.01
e 0.06'/ft.


℄
4'
12'
12'
4'
3'
Profile Grade
Aggregate Base Nom. Comp. Thkn. 15"
Sl. As Directed
Sl. As Directed
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 4:1
Var.
Sl. 2:1
Sl. 2:1
Var.
Sl. 4:

STA. 13+00 To STA. 16+50
16+50 To 17+00 (Structure)
17+00 To 20+50

12 168

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 2, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50015
Project No. BROS-0700(7)
Dry Creek (Davis Rd.) Bridge Sec.
County Road
Crook County

It is the Oregon State Highway Division's present intention to receive bids for this project November 21, 1985.

Clearinghouse review conclusions we previously forwarded.

DRH:bkb
Attachment
cc: D.D. Allen, Region 4
Michael Shultz, w/attach.
General Files

Form 734-3122

FEDERAL-AID PROGRAM DATA

STATE NAME	STATE CODE	APPN CODE	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	1 Proj. POST MI.	ITEM NO.	PROJECT LOCATION
Oregon	41	114	BROS-	0700	(7)		50015	Co. Rd., 9 mi. S of Prineville

CHARACTER OF PROPOSED WORK	CLASS OF FEDERAL FUNDS
Structure	Bridge Replacement (20% On-System or Off-System)
	NAME OF URBAN AREA

COUNTY NAME				CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Crook				013	10	ADT	50 DHV 6	2		August 2, 1985
ROUTE NO. Z	FEDERAL-AID Non	U L	STATE Co. Rd.	U.E. ----					

WORK TYPE	TYPE OF IMPR.	SECTION KEY ID # 02547	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
CONST X080	(09)	"Dry Creek (Davis Rd.) Bridge Sec."	0.008	85,000	68,000	8,500	8,500
PREPARED BY DRH		PROJECT TOTALS	0.008	85,000	68,000	8,500	8,500

ESTIMATED PROJECT COST BY PHASES

REMARKS

Additional Data: Item No. 50015; Project No. BROS-0700(6).

Project Data: Work under this project consists of: 1) construct one reinforce concrete prestressed slab span bridge (No. 16752) length 43 ft., roadway width 23 ft.; 2) remove existing bridge; 3) construct approaches requiring grade, drain and aggregate surfacing; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8212 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-4-84.

Note: 1) Included in FY '85 Status Report.
2) Included in the approved bridge replacement inventory as bridge No. 13C34 with a sufficiency rating 22.5.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILES

DATE: June 3, 1985

Pearl S. Chu

FROM: Pearl Chu
Hydraulics Specialist

SUBJECT: Dry Creek (Davis Road) Bridge No. 13C34
Davis Road
Crook County

The proposed structure will replace an existing 27-foot timber and steel composite structure. The existing bridge is a safety hazard due to poor sight distance and alignment. The proposed bridge will be located approximately 30 feet downstream from the existing structure.

HYDROLOGY

Dry Creek is an east-west tributary of the Crooked River and drains approximately 28 square miles above the proposed bridge site. Dry Creek Gage No. 14080600 near Prineville, Oregon, located three miles upstream, was statistically analyzed. Ten years of records were used starting in 1969 and extending to 1979. The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of this gage data using a Log-Pearson Type III distribution. These values have been adjusted to reflect the drainage area at the bridge site.

Recurrence Interval	Peak Discharge
100-year	1475 cfs
50-year	1220 cfs
25-year	1010 cfs
10-year	770 cfs
5-year	590 cfs

HYDRAULIC DESIGN

The 25-year flood of 1010 cfs was used as the design flood. Two replacement alternatives were invesigated: Alternative "A" with vertical abutments (Fig. 2), and Alternative "B" with 1-1/2:1 end slopes (Fig. 3). Figure 1 summarizes the existing and proposed conditions. The new bridge will be lengthened slightly which substantially reduces the backwater created by the crossing. For the proposed structure, the recommended minimum bottom of beam elevation is 103.0 feet. Figure 4 shows the existing waterway area.

RIPRAP

For Alternative "A", it is suggested that the toe of the vertical abutments be protected with an 18-inch blanket of Class 100 loose riprap. A filter blanket will not be required.

For Alternative "B", it is suggested that the fresh fill slopes be protected with an 18-inch blanket of Class 100 loose riprap. This protection will require a toe trench. A filter blanket is not necessary.

PC:ja

Attachments

cc Bob Pool w/attach.
Walt Hart "
Rick Kuehn "
John Marks "
Glenn Thommen "
Gary Potter "
Dale Allen "
Herb Schell, FHWA "
Cam Gilmour "

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT
FA UNIT PROGRAM UNIT
JUN 5 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

FIGURE 1

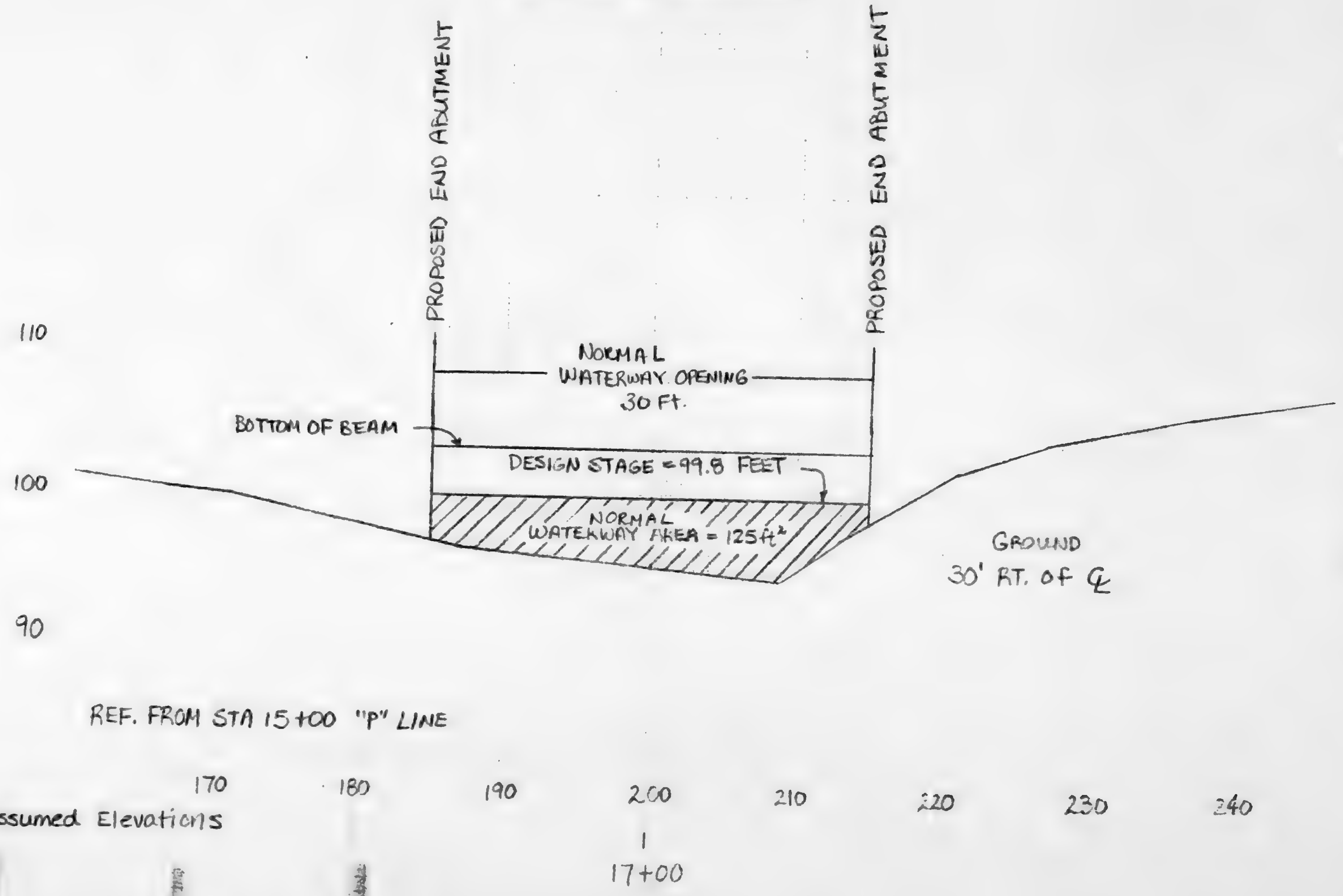
Dry Creek Bridge #13C34

	Frequency (Years)	Q (cfs)	Normal Waterway Opening (Ft.)	Normal Waterway Area (Sq. Ft.)	Natural Highwater Elevation (Ft.)	Backwater Elevation (Ft.)	Backwater (Ft.)
Existing							
Overtopping Flood	25-year	1010	19	75	99.8	104.7	4.9
Alternate "A"							
Vertical Abutments	25-year	1010	30	125	99.8	100.0	0.2
	100-year	1500	30	154	100.9	101.5	0.6
Alternate "B"							
Spillthrough	50-year	1010	34	125	99.8	102.2	0.4
	100-year	1500	37	162	100.9	101.6	0.7

FIGURE 2

DRYCREEK (DAVIS RD.) BRIDGE #13C34

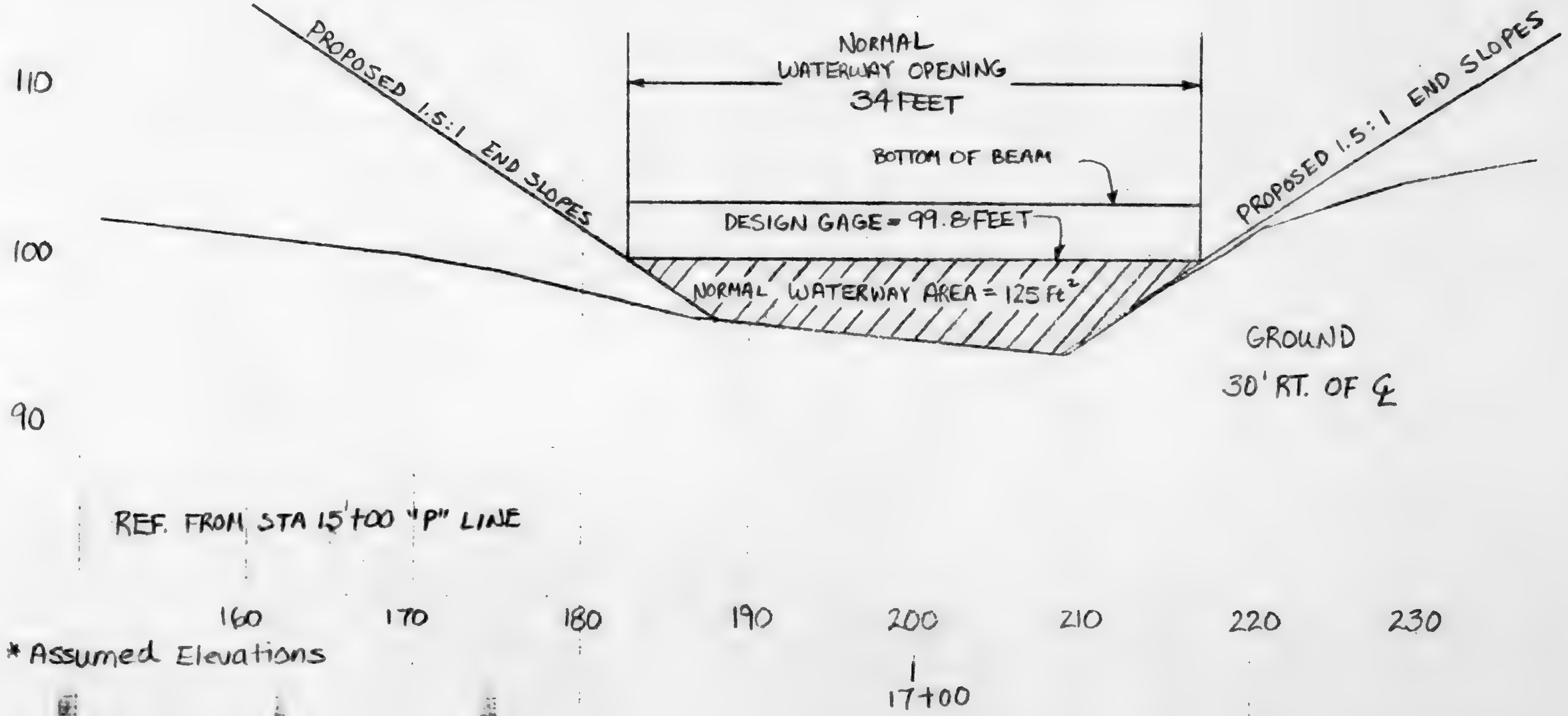
ALTERNATIVE "A"
VERTICAL ABUTMENTS


PROPOSED END ABUTMENT
PROPOSED END ABUTMENT
NORMAL WATERWAY OPENING 30 Ft.
BOTTOM OF BEAM
DESIGN STAGE = 99.8 FEET
NORMAL WATERWAY AREA = 125 ft²
GROUND 30' RT. OF ℄
110
100
90
REF. FROM STA 15+00 "P" LINE
170
180
190
200
210
220
230
240
17+00

★ Assumed Elevations

FIGURE 3

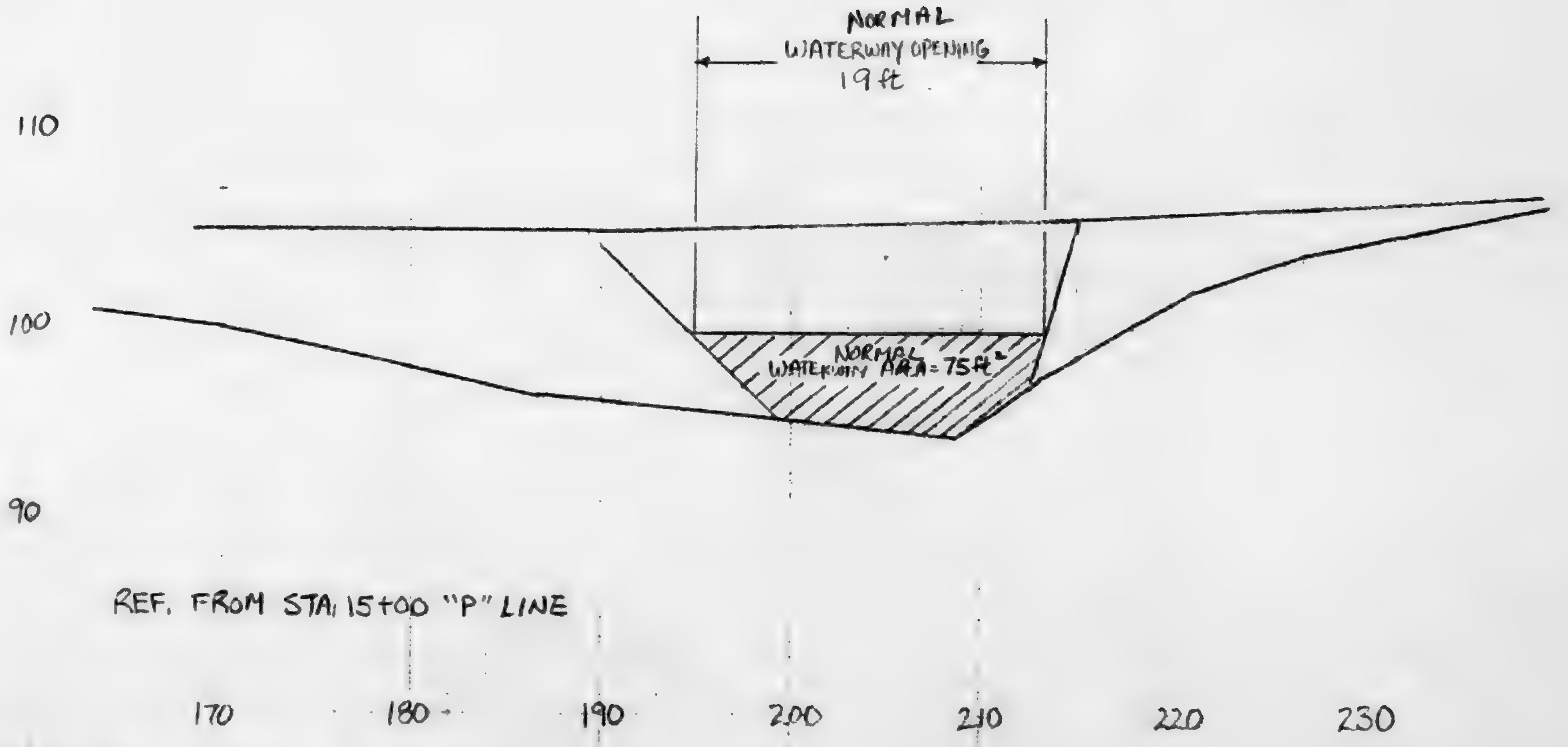
DRY CREEK (DAVIS RD) BRIDGE *13C34
ALTERNATIVE "B"
SPILL THROUGH


NORMAL WATERWAY OPENING 34 FEET
BOTTOM OF BEAM
DESIGN GAGE = 99.8 FEET
NORMAL WATERWAY AREA = 125 Ft^2
PROPOSED 1.5:1 END SLOPES
PROPOSED 1.5:1 END SLOPES
GROUND
30' RT. OF ℄
110
100
90
REF. FROM STA 15+00 "P" LINE
160
170
180
190
200
210
220
230
17+00

* Assumed Elevations

FIGURE 4

EXISTING WATERWAY


NORMAL
WATERWAY OPENING
19 ft
110
100
90
NORMAL
WATERWAY AREA = 75 ft²
REF. FROM STA. 15+00 "P" LINE
170
180
190
200
210
220
230

*Assumed Elevations

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	1010	1500	2100	
	m^3/s				
Frequency – yrs.		25	100	500	
H.W. Elevation Natural Channel	ft.	99.8	100.9	101.9	
	m.				
Backwater Elevation	ft.	100.0	101.5	103.1	
	m.				
Average Velocity	fps	8.1	9.7	11.4	
	mps				
Headwater Elevation	ft.	—	—	—	
	m.				
Tailwater Elevation	ft.	—	—	—	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

Alternative "A"
Vertical Abutments

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Dry Creek Bridge #13C34
Davis Road
Crook County

COMPILED BY: Pearl Chu

DATE: 6-5-85

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	1010	1500	2100	
	m^3/s				
Frequency — yrs.		25	100	500	
H.W. Elevation	ft.	99.8	100.9	101.9	
Natural Channel	m.				
Backwater Elevation	ft.	100.2	101.6	103.1	
	m.				
Average Velocity	fps	8.1	9.2	10.5	
	mps				
Headwater Elevation	ft.	—	—	—	
	m.				
Tailwater Elevation	ft.	—	—	—	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

Alternative "B"
Spillthrough

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Dry Creek Bridge #13C34
Davis Road
Crook County

COMPILED BY: Pearl Chu

DATE: 6-5-85

10,168

3-19-85

Dry Creek (Davis Rd.) Bridge

Location Narrative

Section: Dry Creek (Davis Rd.) Bridge County: Crook

Highway: Davis Road Prefix: 207-1937

GENERAL:
This project is located approximately 13 miles southeast of Prineville. To get to the project site turn south onto Juniper Canyon Rd. just south of Prineville and go approximately 10 miles to the intersection of Davis Road. Turn west on Davis Road and go approximately 3 miles to the proposed project site at Dry Creek.
The stationing for the project was assumed starting at station 13+00 and running in a southeasterly direction to the end of the project at station 20+50. The project is 750 ft. (.14 miles) long.
The existing bridge is a 20 foot wide by 27 foot long timber and steel composite structure. It has steel I Beam stringers with timber decking and bulkheads. The proposed project would replace the existing bridge by building new approaches on a new alignment and raising the grade to elimainate the unsave conditions that exist at the existing bridge site.

ALIGNMENT:
The existing bridge is located in a sag and in the middle of a horizontal curve, causing it to be a safety hazard due to the poor sight distance and alignment.
The new bridge will be located downstream from the existing bridge approximately 30 feet and will be raised in elevation to eliminate the poor sight condition that exists at the present bridge. The proposed horizontal alignment calls for a 11 degree 30 minute simple curve with the P.C. at engineering sta."L" 13+42.68 and the P.T. at sta."L" 19+29.28.
To establish vertical control on this project a T.B.M. was established with an assumed elevation of 100.00 feet. Bearings were established by tieing into a April 9,1980 survey done by Edgar W. Graves (P.L.S. #980). That survey retraced the north-south section line between sections 9 and 10. The Survey Narrative and sketch map contain additional data on this survey.
Coordinates on this project are assumed coordinates.

TYPICAL SECTION:
The typical section worked up by Ron Noble's office calls for 15 inches of 1" - 0 Aggregate Base and no A.C. paving. It will have two 12 ft. travel lanes and 3:1 slopes on the aggregate base. The existing county road has a gravel surface, considering the low volume and design speed for the current facilities this section should be satisfactory.

EARTHWORK:
There are approximately 400 Cu. Yds. of excavation and 2500 Cu. Yds. of embankment. The Crook County Roadmaster has verbally stated that

the borrow source will be located in the next curve to the south and east of the project site.

DRAINAGE:
There are no drainage problems located within the limits of this project.

GUARDRAIL:
Guardrail will be required on each end of the bridge. Guardrail quantities will include 100 ft. of type 3, 150 of type 2A, 4-type C end pieces and 4-type 1 anchors.

MATERIAL SOURCE:
Quantities for the Aggregate Base should be taken from a commercial source. Commercial sources are available in Prineville area.

WATER:
The water can come from the Prineville Reservoir to the south or from Crooked River to the north. The haul from both of these sources is up hill to the project site. They are approximately 10 to 15 miles away.

UTILITIES:
There are no utilities located with in the limits of this project.

FENCING:
Approximately 500 feet of existing fence will need to be removed and approximately 550 feet of new fencing installed. The fencing will be handled by county forces and will not be included in the project cost estimate.

ROAD APPROACHES:
There are no private approaches with in the limits of the project.

BRIDGE REPLACEMENT:
The existing bridge is a simple span steel I beam structure with timber decking and blukheads. The current bridge is 20 feet wide and 27 feet long.
The proposed design for the new bridge will have (1) 50 ft. slab span using 21" deep by 4 ft. wide slabs (slab design no. 9) to make a 24 ft. wide bridge. Both end abutments should be full height to eliminate a longer bridge and riprap. The abutment footings should be set on bed rock if the Geologist report shows that the bedrock is within 5 feet of the surface of the ground. No waterproofing membrane was set up for this bridge. The existing bridge will be used as detour during the construction of the new bridge and removed upon completion of the new bridge.

RIPRAP:
This project will require approximately 60 cubic yards of class 100 riprap to protect the ends of the fill on the Rt. at 16+25 to the end of the bridge.

ECOLOGICAL IMPACT:

Dry Creek flows only intermittently during the winter, spring and flash flooding. There should be no impact to the downstream owners if this bridge is built during the summer months.

RIGHT-OF-WAY:
Right of way will be required on the south and west side (downstream) of the proposed bridge site and is described as follows: Starting at a point on the southerly right of way line of Dry Creek Road, said point being 30 ft. right of engr. sta. 13+00 and tapering to a point 35 ft. right of sta. P.C. 13+42.68 thence parallel to the new roadway centerline until its intersection with the existing fence line. The total area being .15 acres more or less.
The County will handle the R/W needs with some help from the Region 4 R/W Section in writing the legal discription.

TRAFFIC CONTROL DURING CONSTRUCTION:
Starting at sta."L" 13+50 and continuing to the end of the project, sta. "L" 19+29.78, traffic will have to narrowed to one lane during the latter stages of the construction due to the encroachment of the toe of the fill slopes of the new construction. With the low traffic volumes this should present no major problems if the project is properly signed and flagged during construction. It may be worth while to present prior notice to the public pertaining to the upcoming construction.

SUMMARY:
The Estimated Cost of this project is 154,008 which is $72,008 more than the $82,000 original project Request estimate.
A Foundation Report will be submitted by R. J. Van Cleave.

Wayne Coder
Wayne Coder
Asst. Project Manager
Bend ,Or.

SURVEY NARRATIVE

Section: Dry Creek (Davis Rd.) Br.   County: Crook

Highway: Davis Road (Co. Rd.)   Prefix: 207-1937

Crew: Jack Boatwright, Crew chief
Brian Hamilton, Instrument man
Tom Wallace, chainman
Mark Messer, rear chainman

Date Completed: December 12, 1984

This survey was started on December 12, 1984. The purpose of this survey was to tie Davis Road, at Dry Creek Bridge, and the proposed construction centerline to the existing section corners.
A search of Crook County records and survey files was made and produced a survey done by Edgar W. Graves on April 9, 1980. A field search was made and the following corners were found in T16S., R16E..
A 5/8 inch iron rod at Section Corner 9-10-16-15, a 5/8 inch iron rod at 1/4 Corner between sections 9-10 and a 5/8" iron rod on the 9-10 section line at the northerly R/W line of Davis Road (angle point#2).
This last point was established by Graves in his 4/9/80 survey.
A traverse was ran from the 1/4 Corner , through the 5/8" iron rod (angle point #2) down to Davis Road and across the existing Dry Creek Bridge, then through the Section Corner and back to the 5/8" iron rod on the northerly R/W line of Davis Road (angle point #2). The basis of bearing for this project was established from the North-South section line bearings.
Coordinates for this project were assumed.
The closure for this traverse was 1:21,000 which is an acceptable closure for the projected work.
See the attached sketch map and notes for additional survey data.
This survey was made using a Wild T-16 Theodolite for measuring the horizontal angles and a Wild Distomat DI-4 for measuring the distances.

HBR Program $ 82,000
Field Estimate $154,008
orig.

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section Dry Creek (Davis Rd.) Bridge **Highway** Davis Road **County** Crook

Assigned By Al Hansen **Designer** **Date**

Directions Review the field location data. Due to the alignment change (which is good) we may have to get some funding from another source. Lets discuss funding

Narrative By Designer After reviewing the job, I find it to be complete and well done.

The programmed funding for the job is only $82,000. Cost analysis verified the unit bid prices and quantities for the field estimate are in line with the project. The total field estimated cost for the project is $154,008, $72,000 over programming. The initial funding estimate seems to be a little low.

Discussed the field cost estimate overrun of the programmed funding with John Hagedorn. The Project Prospectus stated that the county would build the approach fills and John verified this with the County Roadmaster. We changed the cost estimate to show that this work was by others. We also had the Contractor Furnish & Stockpile the required guardrail. The estimated cost of this bridge replacement project is $100,590.

AH

CON 17-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0700(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50015

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/19/84
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Dry Creek (Davis Road) Bridge #13C34-334-00655 Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage & utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $26,300
FF $21,040
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 10/5/84
subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/24/84
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 12, 1984

Honorable Dick Hoppes
Crook County Judge
300 East Third Street
Prineville, OR 97754

Dear Judge Hoppes:

Subject: Dry Creek (Davis Rd.) Bridge #13C34-334-00655
Crook County
Project No. BROS-0700(6)

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8212, the County should submit an advance deposit for its share of the preliminary engineering cost.

Estimated P.E. Cost	$ 26,300
Less Free Bridge Design & Specs.	(6,000)
Less Federal Funds (80%)	(16,240)
County's Share (20%)	$ 4,060
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 4,100

Please submit your advance deposit in the amount of $4,100 so that work may begin on the project. You may use one of the three options described in the attachments.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

Received
10-29-84
MKS

MKS:me
Attachments
bcc: w/AD #84-106 John Hagedorn, Region 4
Vern Skoog - Please return completed AD #84-106 when advance deposit is received.

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRA ORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., 9 mi. S of Prineville "Dry Cr. (Davis Rd.) Br. Sec."	114	50015	BROS-0700(6)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40'

Water Development None Recreation & Historical Areas None

County Crook Code 013 Imp. Code 09

A-95 Review:

State Cl. Ho. .... Exempt___ Date Approved 9-25-84

Dist. 10 Cl. Ho. ..... Exempt___ Date Approved 9-10-84 No Reply___

Project Environmental Categorical ~~Assessment~~: FHWA Concurrence Dated 8-11-84

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Included in National Highway Bridge Replacement Inventory as Bridge No. 13C34-334-00655, with SR 22.5.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 26,300
(80.0%)	FF	$ 21,040
	STATE	$ 1,200
	Co.	$ 4,060

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:

Attached data consists of Parts 1, 2 and 4 of the Project Prospectus and project map.

DDB:bkb Key No. 02547

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

PROJECT PROSPECTUS
PART 4 — RVEY AUTHORITY

Crook Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02547

SECTION Dry Creek (County Road 334) Bridge #13C34

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000.	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 200	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	700		935 SOILS	1,000	
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	2000		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS	1500	
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	1,500		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES	200		949 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION	2000		923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	4,000.		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN	5000		929 Free Specs	1,000	
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$ 26,300	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

8-16-84
ok.

PREPARED BY	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER for: D.D. Allen	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

CON 17-1

RECEIVED
STAT HWY ENGR
SEP 28 '84
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: Ore. Dept. of Transportation

PROJECT TITLE: Dry Creek Bridge Section

PNRS #: OR840816-036-2 DRY CR. CO. RD. CROOK CO.

DATE: 9/26/84

The State Clearinghouse has received additional comments from Fish & Wildlife

subsequent to our conclusion letter of Sept. 25, 1984

please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

PROGRAM SECTION 9-28-84
cc: FHWA
✓STATE HIGHWAY ENGINEER
LOCATION UNIT
RIGHT OF WAY SEC.
ROAD DESIGN SEC. (3)
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
FED. AID GROUP
REG. ENG. (4): D.D. ALLEN *
DIST. ENG. (10): R.L. NELSON

*Inform P.M.

NOTED
H. S. COULTER

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE · Salem, Oregon
Phone: 378-3732   97310

[illegible]
SEP 25 1984

PNRS STATE REVIEW

SEP 21 1984

Project #: OR 840816-036-2

Return Date: SEP [illegible] 1984

__To Agency Addressed__: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

__PROGRAM REVIEW AND COMMENT__

__TO STATE CLEARINGHOUSE__: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has __no__ adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

see att comments

Agency F&W

By Tony Faast

PNRS #2

Phone Number 229-5679

Oregon Department of Fish and Wildlife
Comments: OR 840816-036-2
Bridge Construction

The Oregon Department of Fish and Wildlife has no objection to the Dry Creek Bridge Project in Crook County providing the following conditions are observed during construction:

1). Work confined to low flow period June 1 to November 1.

2). Adequate measures are taken to minimize turbidities which could arise during construction.

3). No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).

4). Soils disturbed by the project are stabilized and revegetated.

5). All project debris is removed from the stream.

6). Please coordinate the planning and implementation with our District Fish and Wildlife Biologist:

Ed Schwartz
ODFW
Paulina Star Rt Box 5
Prineville, OR 97754
447-5111

CON 1926
[illegible] Co.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

HWY ENGR
SEP 27'84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage Street N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number: 1-800-422-3600

PROGRAM SECTION
September 27, 1984
cc: FHWA
✓State Highway Engineer
Location Unit
Right-of-Way Sec.
Road Design (4)
Environmental
Bridge
Aeronautics Div.
Fed. Aid Group
~~Reg. Eng.~~ (4) D.D. Allen
Dist. Eng. (10)
R.L. Nelson
*Please Inform PM

CONCLUSIONS

APPLICANT: Oregon Dept. of Transportation

PROJECT TITLE: Dry Creek Bridge Section

DRY CR. CO. RD. #334
CROOK COUNTY

DATE: 9/25/84

Central Oregon Intergovernmental Council and
The State of Oregon reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTED
H. S. COULTER

FEDERAL CATALOG #

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840820-036-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS # 3
Revised 6/84

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE · Salem, Oregon
Phone: 378-3732 97310

AUG 23 1984

PNRS STATE REVIEW

Project #: OR 840816-036-2 Return Date: SEP 21 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

Phone Number

PNRS #2

1859

OREGON PROJECT NOTIFICATION AND REVIEW SYSTE

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage Street N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number: 1-800-422-3600

CONCLUSIONS

APPLICANT: Oregon Dept. of Transportation

PROJECT TITLE: Dry Creek Bridge Section

DATE: 9/25/84

COIC Central Oregon Intergovernmental Council and
The State of Oregon reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG #

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840820-036-2

This number should be used on all correspondence and particularly on SF-424.

Dolore Streete
Clearinghouse Coordinator

PNRS # 3
Revised 6/84

Con 19-1

September 7, 1984

Crook County Court
300 East Third
Prineville, OR 97754

AGR 4-2

Attention: Grace G. Bannon
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8212

Gentlemen or Ladies:

Attached for your files is a fully executed copy of each of the following agreements:

* Covering construction of the Dry Creek (Davis Road) Bridge #13C34.

Covering construction of the Camp Creek (County Road 127) Bridge #7C02.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments
bc: Gary Potter (agree. att.)

10,168

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

[illegible]

SEE INSTRUCTIONS ON REVERSE

KEY ID# [illegible]

SECTION Dry Creek (County Road 334) Bridge #13C34

REGION 4

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 207-1937	DATE 8-23-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		700	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		5,000	929 Free Spec.s		1,000
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 26,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
[illegible]

LOCATION ENGINEER'S REMARKS

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
NOV 5 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

ON HIP

PREPARED BY	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/13/84
RECOMMENDED, REGION ENGINEER for: D.D. Allen	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-12-84
RECOMMENDED, LOCATION ENGINEER X	DATE 9/6/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-84	

734-1914 (7-82)

Crook Co.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# [illegible]

SECTION Dry Creek (County Road 334) Bridge #13C34

REGION 4

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	207-1937	8-23-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		700	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		5,000	929 Free Spec.s		1,000
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 26,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER [illegible]

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
CY Adams
CY Macnab
2 K ~~Edwards~~ RK
Terpin
3 Trout
Wakefield

RECEIVED
NOV 5 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up / /
Action

ON HIP

PREPARED BY Haydon	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER Haydon for: D.D. Allen	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 9-12-84
RECOMMENDED, LOCATION ENGINEER X	DATE 9/6/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Dry Creek (County Road 334) Bridge #13C34	KEY ID # 05577
	REGION 4

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 6.5 TO 6.7	LENGTH 0.2 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Crook	ROAD/STREET NAME Davis Road
ROUTE #	FEDERAL AID # Off-System	APPLICANT (IF OTHER THAN STATE) Crook	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 20.	GRADING	(✓)		FILES	(#)	1
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	0.8
ROADWAY	$		STRUCTURES	(✓)	X	RELOCATIONS	(#)	0
STRUCTURES	$ 54 ~~67.~~		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 2.					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
Remove Exist. Br.	$ 6.		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	A
20% ENGINEERING & CONTINGENCIES	$ 13.		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 82.	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 102.	▨					

FINANCING/ PROGRAMMING — RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 /85	RECOMMENDED FUNDING SOURCE HBR - os	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	50	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM
Existing wooden bridge, SR of 22.5 is structurally and functionally obsolete.

PROPOSED SOLUTION
Replace under approved HBR program.

REQUESTED, REGION ENGINEER X AR Haydon for: D.D. Allen	DATE 6/19/84			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1811 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Dry Creek (County Road 334) Bridge #13C34	KEY ID # 32547 REGION 4

PROJECT JUSTIFICATION

HBR project selected for replacement; approved by ODOT Commission and County.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # [illegible]

SECTION: Dry Creek (County Road 334) Bridge #13C34

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING								10.5 12	x	10.5 12							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	24	54.000 ~~$102,000.~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Frank E. [illegible]

Location Engineer

Date 7/6/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Dry Creek (County Road 334) Bridge #13C34

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

The new bridge will be constructed adjacent (within 50 feet) to the existing structure. The new approaches, to be constructed by county forces will require about 0.8 acre of right-of-way, consisting of sagebruch and juniper. The county anticipates that the right-of-way. will be donated.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing bridge is located in a swale and on a curve--it is hard to see until one is almost upon it. The new structure will be raised to an elevation close to the surrounding terrain, thereby attaining a much safer situation.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None apparent--creek is dry most of the year.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

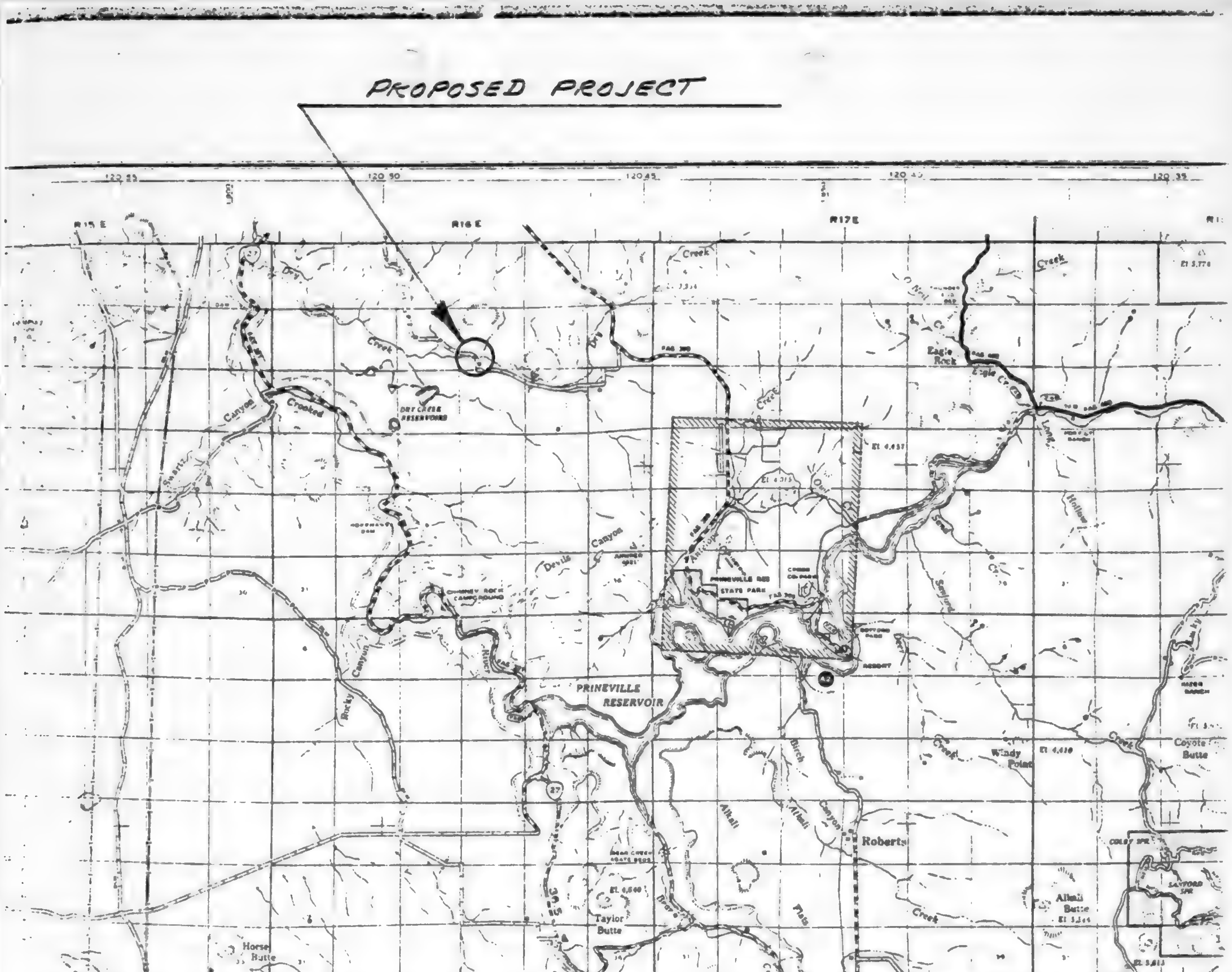
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement next to the existing structure. No significant impacts are forecast.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Hagedorn	388-6185	AUG 17 1984

734-1913 (7-82)


PROPOSED PROJECT
120 55
120 50
120 45
120 40
120 35
R15E
R16E
R17E
Creek
Eagle Rock
Eagle Cr.
Crooked
Canyon
DRY CREEK RESERVOIR
Devils Canyon
CHIMNEY ROCK CAMPGROUND
PRINEVILLE RES STATE PARK
PRINEVILLE RESERVOIR
Rocky Canyon
Windy Point
Coyote Butte
Roberts
Alkali
Alkali Butte
Taylor Butte
Horse Butte
Williamson
Bear Creek Butte
Salt
Home Hollow Creek
Sheep Rock
Little
Bear Creek
Rim
R16E
COUNTY
T19S

02547

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 13, 1984

To: Executive Department
Federal-Aid Coordination Unit

Central Oregon Intergovernmental
Council
1106 W. Highland
P.O. Box 575
Redmond, OR 97756

Original Signed By
Wayne F. Cobine

From: Gary A. Potter, Manager
for Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 10
Section: Dry Creek Bridge Section
Highway: Dry Creek Co. Rd., Co. Rd. #334
County: Crook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be September 28, 1984.

JLG:bkb
Attachments

bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 4 Engr.: Dale Allen
Dis. 10 Engr.: R.L. Lammert
Aeronautics Division
David Powers, Parks
J.L. Gaither

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 15 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT: Department of Transportation [45 — 46] DIVISION: Highway [79

03 12] APPLICANT ADDRESS STREET: Transportation Building [45 — 46] CITY: Salem [60 — 76] ZIP: 97310 [79

04 12] CONTACT PERSON: Gary Potter [45 — 46] AREA CODE: 503 [48 — 49] PHONE: 378 [55 — 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Dry Creek Bridge Section [71

11 12] PROJECT LOCATION—CITY: Dry Creek Co. Rd.
Co. Rd. #334 — PROJECT LOCATION—COUNTY: Crook — PROJECT LOCATION SEC: T: R: [79

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace deteriorating wooden bridge with new structure (see attached Part 3

06 12] of Project Prospectus and Location Map). [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
81,600		- - -	20,400		102,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U.S. Department of Transportation [45 — 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: August 13, 1984

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: September [42 — 43] DAY: 28 [44 — 45] YEAR: 1984 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 13, 1984*

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, categorical exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St., N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Dry Creek (County Road 334) Bridge #13C34	REGION 4

ESTIMATED RIGHT-OF-WAY IMPACTS

The new bridge will be constructed adjacent (within 50 feet) to the existing structure. The new approaches, to be constructed by county forces will require about 0.8 acre of right-of-way, consisting of sagebruch and juniper. The county anticipates that the right-of-way. will be donated.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing bridge is located in a swale and on a curve--it is hard to see until one is almost upon it. The new structure will be raised to an elevation close to the surrounding terrain, thereby attaining a much safer situation.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None apparent--creek is dry most of the year.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

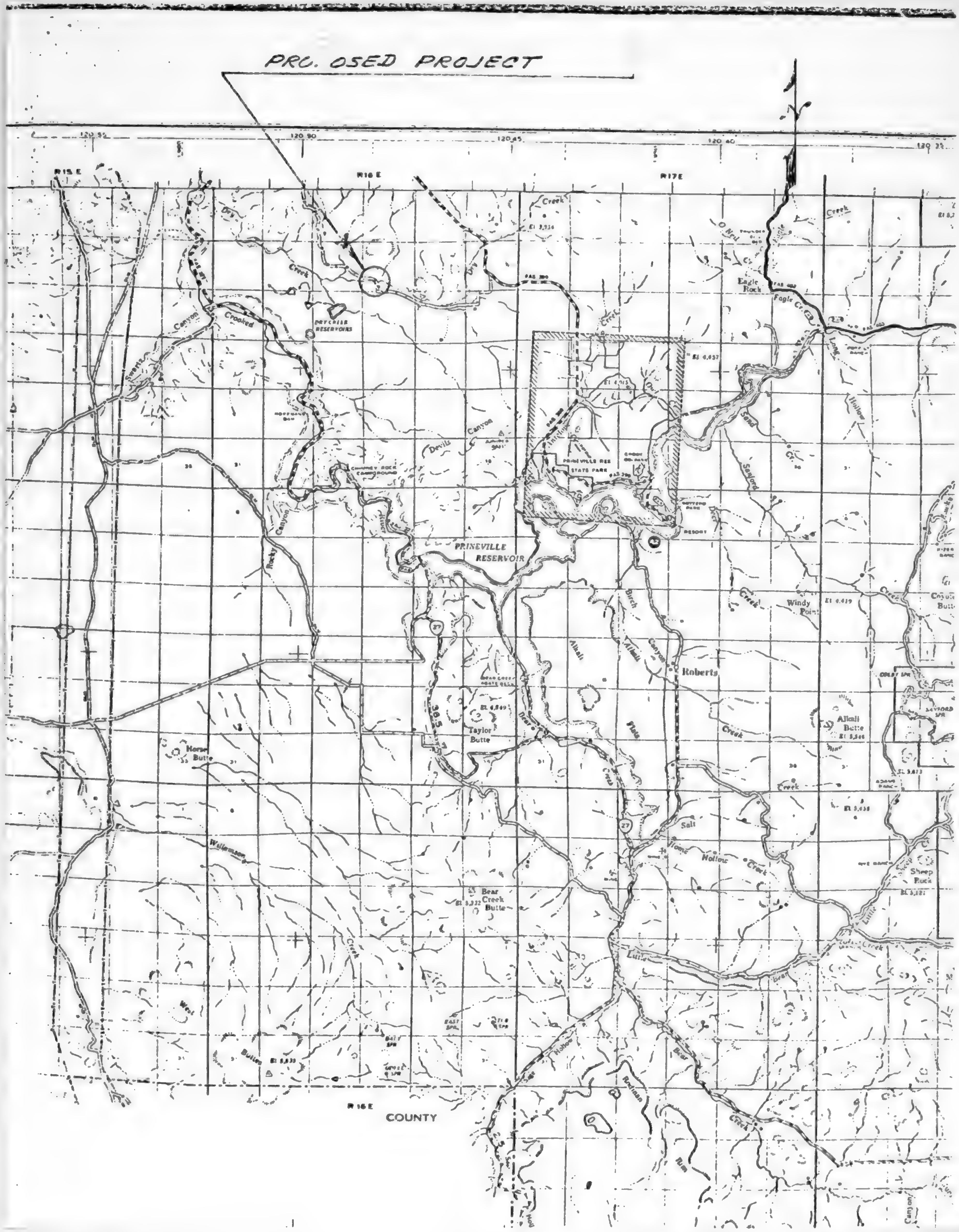
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement next to the existing structure. No significant impacts are forecast.

OTHER DOCUMENTATION

PREPARED BY X John Hagedorn	TELEPHONE NUMBER 388-6185	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


PRC. OSED PROJECT
N
120 55
120 50
120 45
120 40
120 35
R15E
R16E
R17E
Dry Creek
Creek
El 3,936
O Neil
Eagle Rock
Eagle Cr.
Dry Creek Reservoirs
Canyon
Crooked
Swamp
Devils Canyon
Chimney Rock Campground
Prineville Res State Park
El 4,057
Sand Cr.
Sanford
Long Hollow
Rocky Canyon
Prineville Reservoir
Resort
Birch Canyon
Alkali
Creek
Windy Point
El 4,419
Coyote Butte
27
385
El 4,849
Taylor Butte
Bear
Roberts
Alkali Butte
El 5,546
Flats
Horse Butte
Williamson
Salt
Stone Hollow Creek
Sheep Rock
Bear Creek Butte
Little
West
Butte
El 5,833
Hollow
Redman
Bear
Creek
Rim
Canyon
R16E
COUNTY

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

July 27, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Dry Creek (Co. Rd. 334) Bridge (13C34)
Dry Creek Road
Crook County
BROS-0700(-)

Br# 13C34-334-00655
SR 22.5

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for Campbell M. Gilmour, Manager
Environmental Section

CMG:dm

Attachments (4)

ENVIRONMENTAL SECTION
August 22, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Norm Davis
Ron Noble
General Files
Dale Allen
John Hagedorn
Rolland VanCleave
Richard Nelson

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Dry Creek (County Road 334) Bridge #13C34

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

The new bridge will be constructed adjacent (within 50 feet) to the existing structure. The new approaches, to be constructed by county forces will require about 0.8 acre of right-of-way, consisting of sagebruch and juniper. The county anticipates that the right-of-way. will be donated.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing bridge is located in a swale and on a curve--it is hard to see until one is almost upon it. The new structure will be raised to an elevation close to the surrounding terrain, thereby attaining a much safer situation.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None apparent--creek is dry most of the year.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

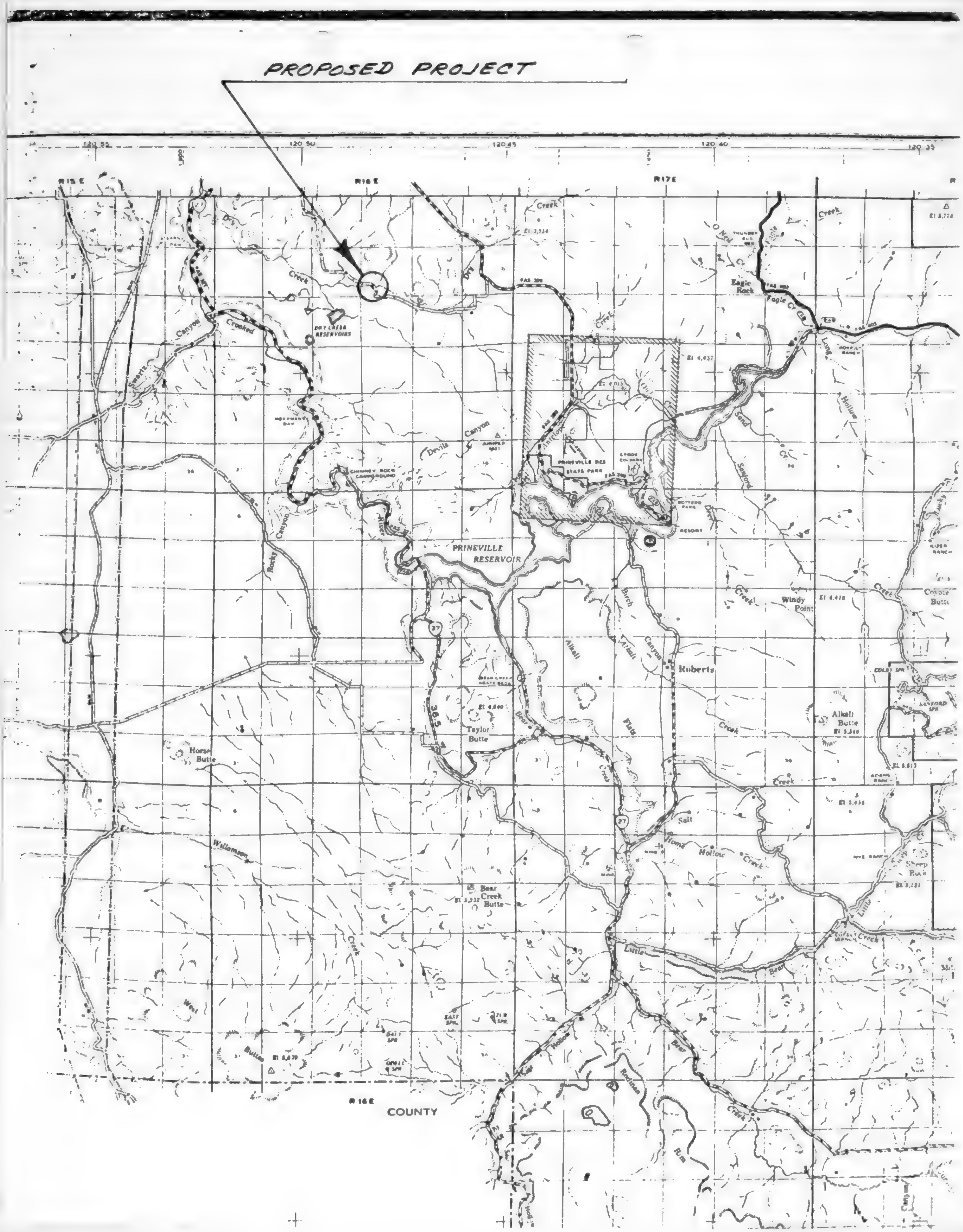
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement next to the existing structure. No significant impacts are forecast.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Hagedorn	388-6185	AUG 17 1984

734-1913 (7-82)


PROPOSED PROJECT
120 55
120 50
120 45
120 40
120 35
R15E
R16E
R17E
Dry Creek
Creek
Dry Creek
DRY CREEK RESERVOIRS
Crooked
Canyon
Swartz
HOFFMAN'S DAM
Devils Canyon
JUNIPER 4831
CHIMNEY ROCK CAMPGROUND
River
Rocky Canyon
PRINEVILLE RESERVOIR
PRINEVILLE RES STATE PARK
FAS 396
FAS 382
Antelope
CROOK CO. PARK
RESORT
EI 3,934
EI 4,037
EI 4,015
O'Neil Cr
Eagle Rock
Eagle Cr
FAS 803
Long Hollow
Sand Cr
Sanford
Deer
Creek
Windy Point
EI 4,410
Coyote Butte
Birch
Alkali
Alkali
Canyon
Roberts
Flats
COLBY SPR
SANFORD SPR
Alkali Butte
EI 5,346
EI 5,613
ADAMS RANCH
27
27
365
BEAR CREEK AGATE BEDS
EI 4,840
Taylor Butte
Bear Creek
Horse Butte
Williamson
Salt
Home Hollow Creek
EI 5,456
Sheep Rock
EI 5,121
Bear Creek Butte
EI 5,332
Creek
Little Bear Creek
Little
EAST SPR.
FIR SPR
BAIT SPR
West Butte
EI 5,830
Hollow
Bear Creek
Rodman
Rim
Canyon
R16E
COUNTY

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Dry Creek (County Road 334) Bridge #13C34	KEY ID # [illegible] REGION 4

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 6.5 TO 6.7	LENGTH 0.2 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Crook	ROAD/STREET NAME Davis Road
ROUTE #	FEDERAL AID # Off-System	APPLICANT (IF OTHER THAN STATE) Crook	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 20.	GRADING (✓)		FILES (#)	1
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	0.8
ROADWAY	$		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 67.		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 2.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
20% ~~10~~ ENGINEERING & CONTINGENCIES	$ 13.		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 82.	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 102.			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85	RECOMMENDED FUNDING SOURCE HBR-OS	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	50	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing wooden bridge, SR of 22.5 is structurally and functionally obsolete.

PROPOSED SOLUTION

Replace under approved HBR program.

REQUESTED, REGION ENGINEER X RRHagedorn for: D.D. Allen	DATE 6/19/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02547

SECTION Dry Creek (County Road 334) Bridge #13C34

REGION 4

PROJECT JUSTIFICATION

HBR project selected for replacement; approved by ODOT Commission and County.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02547

SECTION: Dry Creek (County Road 334) Bridge #13C34

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N		
CONDITIONAL USE	N	SENSITIVE LAND	N		
FLOOD PLAIN	N	CULTURAL RESOURCE	N		
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
STATE LANDS	N	SECTION 106	N		
GEOLOGY AND MINERALS	N	NOISE STUDY	N		
BUILDING	N	SECTION 4(F)	N		
SIGNALS	N	OLD (#)		NEW (#)	
UTILITIES	N	(LIST BELOW)			

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 55

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10.5	×	10.5							
							12		12							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	24	$102,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02547

SECTION
Dry Dreek (County Road 334) Bridge #13C34

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

The new bridge will be constructed adjacent (within 50 feet) of existing. The new approaches, to be constructed by County Forces will require about 0.8 acres of R/W consisting of sagebrush and juniper. County anticipates that the R/W will be donated.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Existing bridge is located in a swale and on a curve--hard to see until almost upon it. New structure will be raised to an elevation close to the surrounding terrain, thereby attaining a much safer situation.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None apparent--creek is dry most of the year.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NOne

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER 388-6185	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-83)

FEDERAL AID PROJECT REQUEST

Date: ____________

Applicant Agency Crook County

Request for: Off System X, FAS-C ____, FAUS ____, Project HBR

Federal Aid Route No. ____________ Route Name County Rd. #334--Davis Road

Project Length 0.1 Project Location (attach sketch map)

Project Description Replace single span wood bridge with concrete precast slab structure. New bridge to be constructed adjacent to existing.

Average Daily Traffic 50 Design Speed 55

Complete Applicable Sections:

1. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X

Remarks County anticipates acquiring through donation.

02547

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
NONE

2. Proposed Signalization:
Location NONE
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:
Include in project or by applicant? Applicant

4. Permanent Striping:
Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:
NONE

2. Proposed Illumination:
Location NONE
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:
Location 6.6 miles south of Jct. with County Road #21
Type single span wood
Approach Roadway Width 21' gravel Shoulder Width
Length 27' Width 19'
To remain in place? No--to be removed under contract.

02547

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 50' Width 24'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks New bridge will be adjacent to existing--no further than 50 ft.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bill Zelenka, County Planner Office
2. Environmental	" " Office
3. Public Hearing	" " Office

Remarks

02547

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

   Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?

   Yes X No ______

   If "yes" describe briefly: County forces will construct approximately 600 feet of approaches to the new structure.

4. Applicant's estimate of cost for requested project:

Roadway work	$
Structures	55,000.
Guardrail	4,000.
R/W Costs (if participating)	
Railroad	
Illumination	
Other Old Bridge Removal	3,000.
Mobilization and traffic control	6,200.
Construction engineering and contingencies	13,600.
Preliminary engineering	20,000.
PROJECT TOTAL	$ 101,800.

Remarks ______

20360

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or CROOK COUNTY

BY: ______ BY: Dick Hoppes

BY: ______ BY: Frances L. Burgess

BY: ______

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter
Program Section

DATE: 6/28/84

FROM: John R. Hagedorn JRHagedorn
Region Federal Aid Specialist

SUBJECT: Transmittal of Programming Packages

I am submitting program packages for four Crook County Projects; two with FAS funding; two with HBR funding.

(1) FAS--Gerke Road--Forest Boundary Section
McKay Road B373
2" A.C. Overlay

(2) FAS--Beaver Creek (County Road 113) Bridge #13C05
Beaver Creek Road B 380
Bridge replacement

(3) HBR--Camp Creek (County Road #127) Bridge #7C02 App 7 May
Camp Creek Road B-381
Bridge replacement

(4) HBR--Dry Creek (County Road 334) Bridge #13C34
Davis Road
Bridge replacement App 7 May

JRH:br

Enclosures

cc: Cam Gilmour

PROGRAM SECTION
JUN 29 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Clackamas E/D D/R
Art Time Info File

81-125-1387

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02547

SECTION Dry Creek (County Road 334) Bridge #13C34

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000.	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	4,000.		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER for: D.D. Allen	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1985 Sherwood Rd. (61st St.) 10,169
Sec. of The Dalles/California Hwy.
(Grading & paving)

C4A 8244 11-9-84

10,169

TO BE CCMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 821	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Deschutes
MODIFICATION NUMBER 5	8-1-88	Project Number HES-F-4-2(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 26, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 306,197.00	$ 309,447.00	
Federal funds	$ 220,331.00	$ 223,256.00	(141)
	54,109.00	54,109.00	(010)
Other revisions			

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of AUG, 19 '88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 26, 1988

FEDERAL AID PROJECT NO. HES-F-4-2(16)

THE DALLES-CALIFORNIA HWY. @ SHERWOOD (61ST) ROAD SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

P.E.	All Required		$ 35,190.00
		Subtotal	$ 35,190.00

TYPE CODE ROW
RIGHT-OF-WAY (STA. 371+00)

Right-of-way	All Required		$ 2,500.00
		Subtotal	$ 2,500.00
	Acquisition Expense		750.00
		Total	$ 3,250.00

TYPE CODE Y008
CHANNELIZATION

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete	TON	$ 33.00	2,401.67	$72,050.00	2,510.00	$ 75,300.00

Total Increase	$ 3,250.00
Subtotal as on previous estimate of Mar. 16, 1987	233,451.00
Total	$ 242,701.00

Length of Project	0.00 mi.

RETAIN IN RESERVE

Total as on previous estimate of September 19, 1986		$ 28,306.00
	Total	$ 28,306.00

SUMMARY OF FUNDS

Description	Appn Code	Sub. Job	Pro-Rata	Total Cost	Federal Funds	State Funds
P.E.	141	011	90.00	$ 35,190.00	$ 31,671.00	$ 3,519.00
Right-of-way	141	011	90.00	3,250.00	2,925.00	325.00
Channelization	141	011	90.00	209,623.00	188,660.00	20,963.00
Channelization	010	021	88.15	33,078.00	29,158.00	3,920.00
Subtotal				$ 281,141.00	$ 252,414.00	$ 28,727.00
Retain in Reserve	010	021	88.15	28,336.00	24,951.00	3,355.00
Total				$ 309,447.00	$ 277,365.00	$ 32,082.00

Sub. Job 010: 64%; Sub. Job 021: 32%; Sub. Job 081: 4%
Contract No. 10,169
Prefix: C009-1933 (P.E.)
Prefix: C009-2512 (ROW)
Prefix: C10169 (Const.)

DCN:bkw

10,169

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: OMB No. 2125-0529 Exp. Date 8/31/85
PROJECT REPORT NUMBER		State Oregon
MODIFICATION NUMBER 4		County Deschutes
	4-17-85	Project Number EHES-4-2(16)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 26, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 299,647	$ 306,197
Federal funds	220,331 $ 48,335	220,331 (141) $ 54,109 (010)
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 16, 1987

FEDERAL AID PROJECT NO. FHES-4-2(16)

THE DALLES-CALIFORNIA HWY. @ SHERWOOD (61ST) RD. SEC.
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

P.E.	All Required		$ 35,190.00
		Total	$ 35,190.00

TYPE CODE ROW
RIGHT-OF-WAY (STA. 371+00)

ROW	All Required		$ 2,500.00
		Subtotal	$ 2,500.00
	Acquisition Expense		750.00
		Total	$ 3,250.00

TYPE CODE Y008
CHANNELIZATION

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 4.00	433	$ 1,732.00	751.50	$ 3,006.00
1"-0 Aggregate Base	6.00	8,660	51,960.00	9,331	55,986.00
Class "C" Asphalt Concrete	30.00	2,360	70,800.00	2,401.67	72,050.00
			$ 124,492.00		$ 131,042.00

Increase	$ 6,550.00
Total as on estimate of Sept. 19,1986	232,901.00
Total	$ 239,451.00

Length of Project --- 0.00 mi.

RETAIN IN RESERVE

Total as on estimate of Sept. 19, 1986	$ 28,306.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
PE	011	90	$ 35,190.00	$ 31,671.00	$ 3,519.00
ROW	011	90	3,250.00	2,925.00	325.00
Channelization	011	90	206,373.00	185,735.00	20,638.00
Channelization	021	88.15	33,078.00	29,158.00	3,920.00
Subtotal			$ 277,891.00	$ 249,489.00	$ 28,402.00
Reserve	021	88.15	28,306.00	24,951.00	3,355.00
Total			$ 306,197.00	$ 274,440.00	$ 31,757.00

Sub. Job 011: 64%; Sub. Job 021: 32%; Sub. Job 081: 4%
Contract No. 10,169
Prefix: C009-1933 (PE)
Prefix: C009-2512 (ROW)
Prefix: C10169 (Const.)
DDB:bkb

10,169

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9 2[illegible]
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-31-[illegible]

State	Oregon
County	Deschutes
Project Number	HES-4-2(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 26, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 277,057	$ 299,647
Federal funds	48,335 $ 200,000	48,335 (010) $ 220,331 (141)
Other revisions		

This modification is made for the following reasons: To include anticipated increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of [illegible], 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. HES-F-4-2(16)

The Dalles-California Hwy. @ Sherwood (61st) Road
The Dalles-California Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 35,190.00
		Total	$ 35,190.00

Type Code ROWA
Right-of-way (Sta. 371+00)

Right-of-way	All Required		$ 2,500.00
		Subtotal	$ 2,500.00
	Acquisition Expense		750.00
		Total	$ 3,250.00

Type Code Y008
Channelization

Total as on estimate of January 7, 1986	$ 232,901.00
Length of Project	0.00 mi.

Retain in Reserve

Total as on estimatae of January 7, 1986	$ 28,306.00

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	011	141	$ 35,190.00	$ 31,671.00	$ 3,519.00
Right-of-way	011	141	3,250.00	2,925.00	325.00
Channelization	011	141	206,373.00	185,735.00	20,638.00
	021	010	26,528.00	23,384.00	3,144.00
Subtotal			$ 271,341.00	$ 243,715.00	$ 27,626.00
Reserve	021	010	28,306.00	24,951.00	3,355.00
Total			$ 299,647.00	$ 268,666.00	$ 30,981.00

Group 010 = 0% 011 = 64% Group 021 = 32% Group 081 = 4%
Contract No. 10,169
Prefix: C009-1933 (P.E.)
Prefix: C009-2512 (ROW)
Prefix: C10169 (Const.)
RLC:bkb

AUTHORIZATION NO. 2

DATE: 7-10-86

SECTION: The Dalles-Calif Hwy @ Sherwood
HIGHWAY: 61st St
COUNTY: Deschutes
PREFIX: C009-1933
F.A. NO: HES-4-2 (16)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 4,000	00	$ 7,820	00
901 Project Engineering Other Offices	N/A			20	00
	N/A				
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74			300	00
	7420				
904 Preliminary Design	7110				
905 Final Design	73	2,250	00	6,760	00
906 Redesign	73			820	00
907 T.P.D.T. Design	73	750	00	1,830	00
908 Field Testing		100	00		
909 R/W Descriptions	7111			2,290	00
910 R/W Maps	7111			1,500	00
911 Sign And Signal Design	76	1,000	00	670	00
	76				
912 Railroad Maps	7362				
913 R/W Liaison				220	00
914 Utility Liaison	7783				
		100	00	150	00
915 Landscape Design	7114				
916 Photogrammetry Services	7142				
917 Inventory Needs					
920 Project Programming	06	100	00	0	00
921 Specifications And Estimates	7200	2,500	00	2770	00
923 Environmental Studies	75	200	00	7,590	00
	75				
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141	1,000	00	360	00
934 Geotechnical Investigation	7120	200	00		
937 Hydraulic Studies	7143	100	00		
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113	180	00	510	00
964 Prepare Permits	7000	120	00	80	00
980 Conduct Public Hearing	N/A				
020 Training	N/A			1,250	00
050 Audit Services	0500				
990 Other Activities				200	00
		$12,600	00	$35,190	00

* Amounts shown converted from function amounts that were previously given for this project.

+ 22,590

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	1-52+62
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State
Oregon

County
Deschutes

Project Number
HES-F-4-2(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 26, 19 84 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,850.00	$ 277,057.00
		48,335.00 010
Federal funds	$ 14,265.00	$ 200,000.00 141
Other revisions		

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

G-File

Oregon State Highway Division
Salem, Oregon January 7, 1986

Federal-Aid Project No. HES-F-4-2(16)

The Dalles-California Hwy. @ Sherwood (61st) Road
The Dalles-California Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 12,600.00
		Total	$ 12,600.00

Type Code ROWA
Right-of-Way (Sta. 371+00)

Right-of-Way	All Required		$ 2,500.00
		Subtotal	$ 2,500.00
	Acquisition Expense		750.00
		Total	$ 3,250.00

Type Code Y008
Channelization

Mobilization	Lump Sum	All	Lump Sum	$ 10,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,000.00
Temporary Signs	Sq. Ft.	433	4.00	1,732.00
Temporary Barricades	Each	14	50.00	700.00
Flaggers	Hour	600	20.00	12,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,000.00
General Excavation	Cu. Yd.	6,568	4.00	26,272.00
Watering	M-Gal.	300	10.00	3,000.00
1"-0 Aggregate Base	Ton	8,660	6.00	51,960.00
Class C Asphalt Concrete	Ton	2,360	30.00	70,800.00
18-inch Culvert Pipe	Lin. Ft.	114	20.00	2,280.00
Guardrail, Type 2A	Lin. Ft.	150	10.00	1,500.00
Guardrail, Type 3	Lin. Ft.	125	25.00	3,125.00
Guardrail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	350.00	1,400.00
Extra for Guardrail Bridge Connections	Lump Sum	All	Lump Sum	1,200.00
Type 1 Fence	Lin. Ft.	410	2.00	820.00
Extra for Asphalt Approaches	Each	9	200.00	1,800.00
Delineators, Type 1	Each	52	20.00	1,040.00
Delineators, Type 4	Each	4	20.00	80.00
Seeding, Mulching, and Fertilizing	Acre	3	1,000.00	3,000.00
				$ 198,109.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 3,500.00
Temporary Pavement Striping	All Required		1,600.00
Remove Pavement Striping (Existing & Temporary)	All Required		1,000.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)			990.55
			$ 7,080.55
		Subtotal	$ 205,199.55
		Engineering	27,701.45
		Total	$ 232,901.00

Length of Roadway	0.00 mi.

Retain in Reserve

Permanent Signing	All Required		$ 3,000.00
Right-of-Way Monumentation	All Required		600.00
Remove and Stockpile Pavement	All Required		15,840.00
Obliterate Roadway	All Required		5,500.00
		Subtotal	$ 24,940.00
		Engineering	3,366.00
		Total	$ 28,306.00

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	011	141	$ 12,600.00	$ 11,340.00	$ 1,260.00
Right-of-Way	011	141	3,250.00	2,925.00	325.00
Channelization	011	141	206,373.00	185,735.00	20,638.00
	021	010	26,528.00	23,384.00	3,144.00
Subtotal			$ 248,715.00	$ 223,384.00	$ 25,367.00
Reserve	021	010	28,306.00	24,951.00	3,355.00
Total			$ 277,057.00	$ 248,335.00	$ 28,722.00

Group 010 = 0% 011 = 64% Group 021 = 32% Group 081 = 4%
Contract No. 10,169
Prefix: C009-1933 (P.E.)
Prefix: C009-2512 (ROW)
C10169 (Const.)

DRH:CPL:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-127		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
MODIFICATION NUMBER 1		Project Number HES-4-2(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 26, 19 84,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,600.00	$ 15,850.00
Federal funds	$ 11,340.00	$ 14,265.00
Other revisions		

This modification is made for the following reasons:

To include authorized right-of-way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of May, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 13, 1985

Federal-Aid Project No. HES-4-2(16)

The Dalles-California Hwy. @ Sherwood (61st) Road
The Dalles-California Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 12,600.00
		Total	$ 12,600.00

Type Code ROWA
Right of Way (Sta. 371+00)

All Required		$ 2,500.00
	Subtotal	$ 2,500.00
Acquisition Expense		750.00
	Total	$ 3,250.00

Length of Project -------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,600.00	$ 11,340.00	$ 1,260.00
Right of Way	3,250.00	2,925.00	325.00
SUBTOTAL	$ 15,850.00	$ 14,265.00	$ 1,585.00
Retain in Program			
Contract Work	128,000.00	115,200.00	12,800.00
TOTAL	$143,850.00	$129,465.00	$14,385.00

Group 1: 100%
Prefix: 9-1933
9-2512
CPL:me

P

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

4-16-84

State: Oregon
County: Deschutes
Project No.: HES-4-2(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, 7.7 mi. N.E. of Bend

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-16-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$12,600.00	$11,340.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator APR 2 6 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon April 24, 1984

Federal-Aid Project No. HES-4-2(16)

The Dalles-California Hwy. @ Sherwood (61st.) Rd.
Dalles-California Highway
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 12,600.00
		Total	$ 12,600.00

Length of Project 0.0 mi.

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,600.00	$ 11,340.00	$ 1,260.00
Retain in Program			
Contract Work	128,000.00	115,200.00	12,800.00
Total	$140,600.00	$126,540.00	$14,060.00

Group 1 100%
Prefix:

RHZ:jc

January 30, 1987

CON 5 - #10,169

Reliance Insurance Company
P.O. Box 5669
Portland, OR 97228

On January 16, 1987, we wrote to you concerning release of final payment on Contract No. 10,169 awarded to R. L. Coats for work on the Sherwood Road (61st Street) Section of The Dalles-California Highway in Deschutes County.

Final payment on this contract is $2,407.17 and the total contract amount is $221,171.50. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,169

1859

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10169

TO: Commission Services

DATE: January 12, 1987

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10169, On Site Work Substantially Completed August 1, 1986

All Work Completed September 11, 1986

Project Sherwood Road (61st Street)

Highway The Dalles-California

County Deschutes

Type of Work Grading and Paving

Contractor R. L. Coats

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-16-87 - Surety letter sent.

RECEIVED
JAN 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-4-2(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40178

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 25, 1986

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER 4

10. GENERAL LOCATION:
The Dalles-California Hwy at Sherwood (61st) Rd. Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/19/86 we approve the revised Preliminary Engineering costs to a TEC of $35,190; Federal Funds $31,671.

(Increase TEC $22,590; Federal Funds $20,331)

14. DATE 9/26/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40178
Project No. HES-4-2(16)
The Dalles-California Hwy. @ Sherwood (61st) Rd.
Deschutes County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

This project originally called for only the construction of a left turn refuge. Following review, however, it was determined that a left turn refuge would create a separation of the corrections at 61st St. and U.S. 97, to provide a more favorable connection 61st St. required realignment and the consequent acquisition of right-of-way. This additional work has effected an increase in the following activities: 900 (Project Engineering Field Office), 905 (Final Design), 909/910 (R/W Description & Maps), and 020 (Training).

This the final request for this project.

The preliminary engineering costs are $35,190.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Attachment
cc: Paul D. Singer
Region 4

Form 734-3122

10

STATE OF OREGON
Parks and Recreation Division

INTEROFFICE MEMO

378-5010

TO: J. B. Boyd
Right-of-Way Manager

DATE: August 29, 1986

FROM: Dave Talbot
State Parks Administrator

SUBJECT: P. 483 (Redmond-Bend Juniper Wayside), Sherwood Road (61st St.) Section, The Dalles-California Hwy., Deschutes County

On July 18, 1986, a memorandum was sent to you regarding the above project and its affect on park property known as the Redmond-Bend Juniper Waysides. Since then, the Parks Division has received a call from the Right-of-Way Descriptions Unit stating that it was Highway policy not to write descriptions on "waysides" as they are considered part of the highway system. We are not aware of this policy, nor do we agree with it.

Our records indicate that this property is a Parks parcel as indicated by the "P" designation on the file number. The right-of-way file maintained by the Highway Division (File 12237) and the file Parks keeps also indicate that this property has been assumed to be a park property since it was purchased in 1946. Please let us know what needs to be done to clear up this matter.

DGT:DW:jn
1028D

cc: Fred Miller
Larry Rulien
Larry Jacobson
Dave Wright
Gerry Lucas

RECEIVED
DOT DIRECTOR

SEP 02 '86

REFER TO
Bothman

FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

FRED MILLER

N. BOTHM

1-125-1387

10.1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No
CON 5
10169

DATE: August 21, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-F-4-2(16)

Contract 10169, Work Completed August 1, 1986

Project Sherwood Road (61st Street)

Highway The Dalles-California

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 15, 1986

for
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 18 '86
REFER TO
Info

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Dale Allen
B. M. Walton

NOTED
LARRY RULIEN

CPC/FL4

RECEIVED
AUG 22 1986
OREGON DIVISION

734 2023 (2 85)

10,169

OREGON DEPARTMENT OF TRANSPORTATION

WE LY REPORT FOR CONSTRUCTION P JECTS

HIGHWAY DIVISION

		WEEK ENDING AUGUST 9,1986
PROJECT NAME (SECTION) SHERWOOD RD (61ST) SECTION		CONTRACT NO 10169
HIGHWAY THE DALLES-CAL	COUNTY DESCHUTES	F A PROJECT NO HES-4-2(16)
CONTRACTOR R. L. COATS	KIND OF WORK GRADING AND PAVING	DATE OF AWARD DEC. 27, 1985
PROJECT AUTHORIZATION	**ENGINEERING**	FIRST NOTIFICATION DATE APRIL 4, 1986
CURRENT AUTHORIZATION $ 240,495.00	AUTHORIZATION $ 20,712.00	
	COST THIS WEEK $ 300.00	ESTIMATED DATE OF COMPLETION, OR JUNE 3, 1986
ESTIMATED PROJECT COST $ 228,066.00	TOTAL TO DATE $ 32,300.00	SECOND NOTIFICATION DATE AND AUGUST 1 1986
ESTIMATED PERCENT XXXXRUN/UNDERRUN -5.2%	PERCENT OF AUTHORIZATION 155 %	ESTIMATED SEMIFINAL SUBMITTAL DATE AUGUST 30, 86

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD	06/03/86	60	63	104	YES
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 1 WORKERS: 4

PERCENT CONTRACT WORK COMPLETED 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	6,568 CY	8,660 TN	2,360 TN			
EST. CORRECTED QUANTITIES	6,099 CY	9,405 TN	2,957 TN			
EST. PERFORMED TO DATE	6,099 CY	9,405 TN	2,957 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

SEEDING AND MULCHING WAS COMPLETED THIS WEEK.
THIS WILL COMPLETE THE PROJECT AND ENABLE ISSUE
OF SECOND NOTIFICATION.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

F

PROJECT MANAGER (SIGN)

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-4-2(16)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40178

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -3 '86
REFER TO
Potter
FOR
Info Invest R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE February 21, 1986
8. FEDERAL ROUTE NUMBER Primary 4
9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
The Dalles - California Hwy at Sherwood (61st) Rd. Section

11. GENERAL DESCRIPTION OF WORK
Monument Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/21/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $600;
Federal Funds $529.

14. DATE 6/2/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-4-2(16)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40178

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -3 '86
REFER TO
Potter
FOR
Info Invest R/D [illegible]

7. DATE AUTHORIZATION EFFECTIVE February 21, 1986
8. FEDERAL ROUTE NUMBER Primary 4
9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

The Dalles - California Hwy at Sherwood (61st) Rd. Section

11. GENERAL DESCRIPTION OF WORK

Remove & Stockpile pavement and obliterate roadway

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXX/. .XXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/21/86 as requested in Mr. Fredrickson's letter of 5/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $21,340;
Federal Funds $18,811.

14. DATE 6/2/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

January 31, 1986

CON 5 - 10,169

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,169 for work on the Sherwood Road (61st Street) Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Reliance Insurance Company
825 N. E. Multnomah
P. O. Box 5669
Portland, OR 97228

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Jerry Thackery

R. L. COATS, General Contractor
2975 N.W. SKYLINE RANCH ROAD • P.O. BOX 1008 • BEND, OREGON 97701 • 382-2166 or 382-5368

December 20, 1985

Robert W. Gormsen
Room 121 Transportation Building
Salem, Oregon 97310

RE: Assigned Contract Goals for Disadvantaged and Women Owned Business Enterprise Participation

Dear Mr. Gormsen:

The following Disadvantaged Business Enterprise and Women Owned Business Enterprise will be employed as subcontractors on the paving & grading of the Sherwood Road (61st St.) section of The Dalles-California Highway in Deschutes County.

Disadvantaged Business Enterprise goals 7%

EMW CONSTRUCTION
20008 Alderwood Circle
Bend, Oregon 97702
(503) 389-1558

Subcontract for guardrail, delineators, and some flagging.

Item No.	Item	Unit	Quantity	Unit Price	Total
01	Mobilization	L.S.		500.00	$ 500.00
05	Flaggers	Hr.	220	17.50	3850.00
12	Guardrail, Type 2A	L.F.	150	16.00	2400.00
13	Guardrail, Type 3	L.F.	125	26.00	3250.00
14	Guardrail Anchors, Type 1	EA	4	300.00	1200.00
15	Rail End Pieces, Type C	EA	4	85.00	340.00
16	Extra for Guardrail Bridge Connections	L.S.	All	1210.00	1210.00
19	Delineators, Type 1	EA	52	20.00	1040.00
20	Delineators, Type 4	EA	4	20.00	80.00
	TOTAL				$13,870.00

Women Business Enterprise goals 1%

SIERRA MINORITY CONTRACTORS
P. O. Box 1697
Grants Pass, Oregon 97526
(503) 479-1461

Subcontract for seeding, mulching and fertilizing.

21	Seeding Mulching & Fertilizing	Acre	3	742.50	$2227.50

Sincerely,

R L Coats

R. L. Coats

RLC/wm

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO
FOR
Info Invest R/D O/M Sign Act File

TO: FILES

DATE: December 27, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 19, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened December 19, 1985 on the following projects:

1. Portland Signal System Project, Phase 1
   City of Portland
   Multnomah County
   Traffic Signals

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as project consists of replacing existing equipment.

2. North Fork Burnt River Bridge Section
   Rice Road
   Baker County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

3. North Fork Alsea River Bridge Section
   Alsea Highway
   Benton County
   Painting Bridges

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Project withdrawn.

81-125-1387

5. Dry Creek Bridge Section
Davis Road
Crook County
Bridges and Grade Separation Structures

Same as No. 2.

6. Sherwood Road (61st Street)
The Dalles-California Highway
Deschutes County
Aggregate Base, A.C. Oiling and Paving

4'-6' shoulders are incorporated into the project and will adequately accommodate bicycles.

7. South Fork Little Butte Creek Bridge Section
South Fork Little Butte Road
Jackson County
Bridge and Grade Separation Structures

Same as No. 2.

8. The Dalles/California-Washburn Way
South Side Bypass @ Klamath Falls
Klamath County
Earthwork, Drainage, Aggregate Bases, A.C. Paving and Oiling, Bridges and Grade Separation Structures

Bike lanes and sidewalks are incorporated into project.

9. Eugene-Springfield Hwy. @ 42nd Street (Springfield)
Eugene-Springfield Highway
Lane County
Aggregate Base, A.C. Paving and Oiling, Signals

Pedestrian signals installed for pedestrian and bicycle traffic. Adequate 6-foot shoulders are incorporated for bicycle traffic.

10. Sutton Lake-Florence Section
Oregon Coast Highway
Lane County
Land Clearing

Same as No. 3

11. Malheur River (Red) Bridge Section
Riverside-Juntura Road
Malheur County
Bridges and Grade Separation Structures

Same as No. 2.

12. 12th and 13th Streets S.E. @ Hoyt Street S.E. (Salem)
    Hoyt Street S.E.
    Marion County
    Traffic Signals

    Pedestrian signals to be installed for pedestrian and bicycle trafffic.

13. Project withdrawn.

14. Grande Ronde River (Powwatka) Bridge Section
    Troy Road
    Wallowa County
    Bridges and Grade Separation Structures

    Same as No. 2

15. Project postponed.

16. Pacific Highway West @ McDaniel Lane (McMinnville)
    Pacific Highway West
    Yamhill County
    Sidewalks and Traffic Signals

    Sidewalk ramps and pedestrian traffic signals will be incorporated for foot and bicycle traffic.

17. South Yamhill River Bridge Section
    Bellevue-Hopewell Highway
    Yamhill County
    Painting Bridges and Structures

    Same as No. 3.

18. Villa Road Connection-Hillsboro/Silverton Highway (Newberg)
    Hillsboro-Silverton Highway
    Yamhill County
    Earthwork, Drainage, A.C. Pavement and Oiling,
    and Traffic Signals

    Sidewalks, ramps and adequate shoulders for bicycles, as well as pedestrian traffic signals for foot and bicycle traffic will be incorporated into this project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-4-2(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40178

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE November 26, 1985

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

The Dalles-California Hwy @ Sherwood (61st) Rd. Section

11. GENERAL DESCRIPTION OF WORK

Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your Revised "PS&E" Estimate dated11-18-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11-25-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $345,714; Federal Funds $308,856.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

Also Mr. Potter's request of 11-19-85 adding appn code 010 and prefix letter "F" is approved.

14. DATE 12/3/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

PROJECT Sherwood Road (61st Street) Section

HIGHWAY The Dalles-California Highway

COUNTY Deschutes

PREPARER Holly Juza

DATE November 1985

CITY

PROJECT DESCRIPTION:

The project will realign 61st Street at the Dalles-California Highway intersection (See Figure 2). The project will also add left turn refuges on the Dalles-California Highway at this intersection.

EXISTING LAND USE ACTIVITIES:

Land use along the project includes one house and Bend-Redmond Juniper Waysides. The Bend-Redmond Waysides is an undeveloped scenic reserve.

8826
Steve Lindland
July 30, 1976
STEVEN LINDLAND

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq ___ dBA Contour Distance
	(vehicles per hour)				(from road centerline)	
(Existing)						
(No-Build)						
(Build)						

(See Tables 1, 2, 3, and 4)

RECEIVED
NOV 26 1985
ROAD DESIGN SECTION

___RDE___
Cpy FDE___
Cpy SE___
___LE___
___LFE___
___GTE___
___PDE___
___PDS___
___BPM___

___LPC___
___LA___
___LDS___
___RWD___
___FLC___
I OFFICE ✓JRM
______
Copy All___
Return To___

EXISTING SOUND LEVELS:

Traffic noise from the Dalles-California Highway dominates sound levels along the project. One noise measurement was taken on October 29, 1985. The measured noise level was LEQ 62 dBA.

TRAFFIC NOISE IMPACTS:

The home on 61st Street is not currently impacted by traffic noise. The existing predicted noise level is LEQ 66 dBA. The predicted noise levels for the Build and the No-Build Alternatives are LEQ 68 dBA and 67 dBA respectively. (See Table 5). Due to the noise level increase the home will be impacted under the residential noise abatement criteria (LEQ 67 dBA) in the year 2005.

TRAFFIC NOISE MITIGATION:

The house along the project has direct access to 61st Street. Noise mitigation measures were found to be impractical for the one home. Mitigation is not recommended.

CONSTRUCTION NOISE:

Impacts: The house along this project will be exposed to temporary high noise levels during project construction due to construction equipment.

Mitigation: See Attachment.

LOCAL COORDINATION:

A copy of this report will be sent to Deschutes County.

FIGURE 1

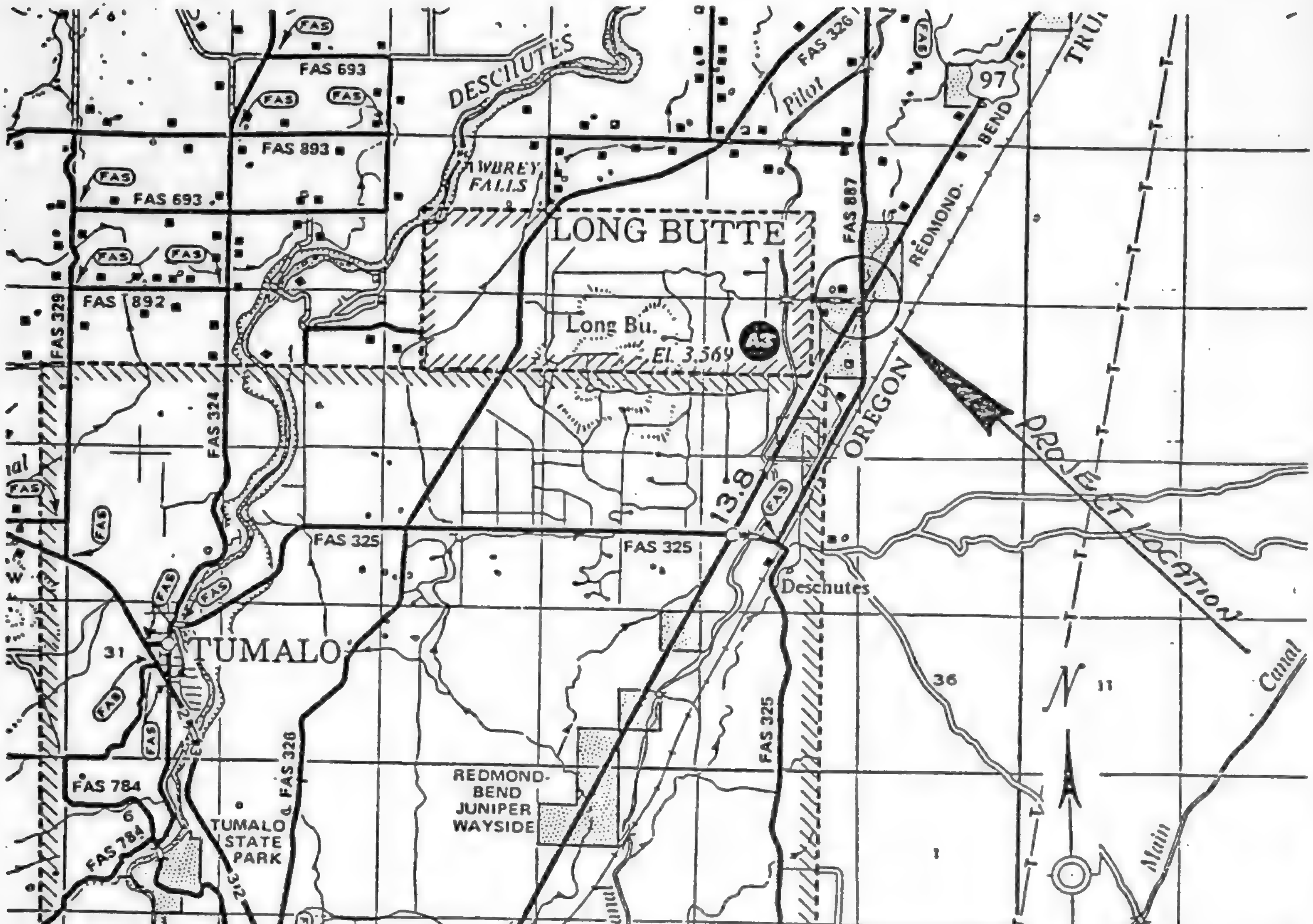

LONG BUTTE
Long Bu.
El. 3,569
DESCHUTES
AWBREY FALLS
PROJECT LOCATION
REDMOND-BEND
OREGON
TUMALO
TUMALO STATE PARK
REDMOND-BEND JUNIPER WAYSIDE
Deschutes
FAS 693
FAS 893
FAS 892
FAS 329
FAS 324
FAS 325
FAS 326
FAS 887
FAS 784
FAS 328
FAS 319
FAS 924
FAS 923
FAS 397
FAS 786
FAS 691
FAS 906
FAS 891
FAS 398
FAP 4
13.8
2.5
20
97
31
36
N
Main
Canal
Unit
Pilot
Butte
North
BEND AIRPORT
BEND PINE NURSERY (USFS)
YOUNG SCH.
EASTERN STAR GRANGE
BAR J BOYS RANCH (CO)
ROBERT SAWYER STATE PARK
Awbrey Bu.
BEND
Pop. 13,710
PILOT BUTTE
DESCHUTES COUNTY
OREGON

FIGURE 2

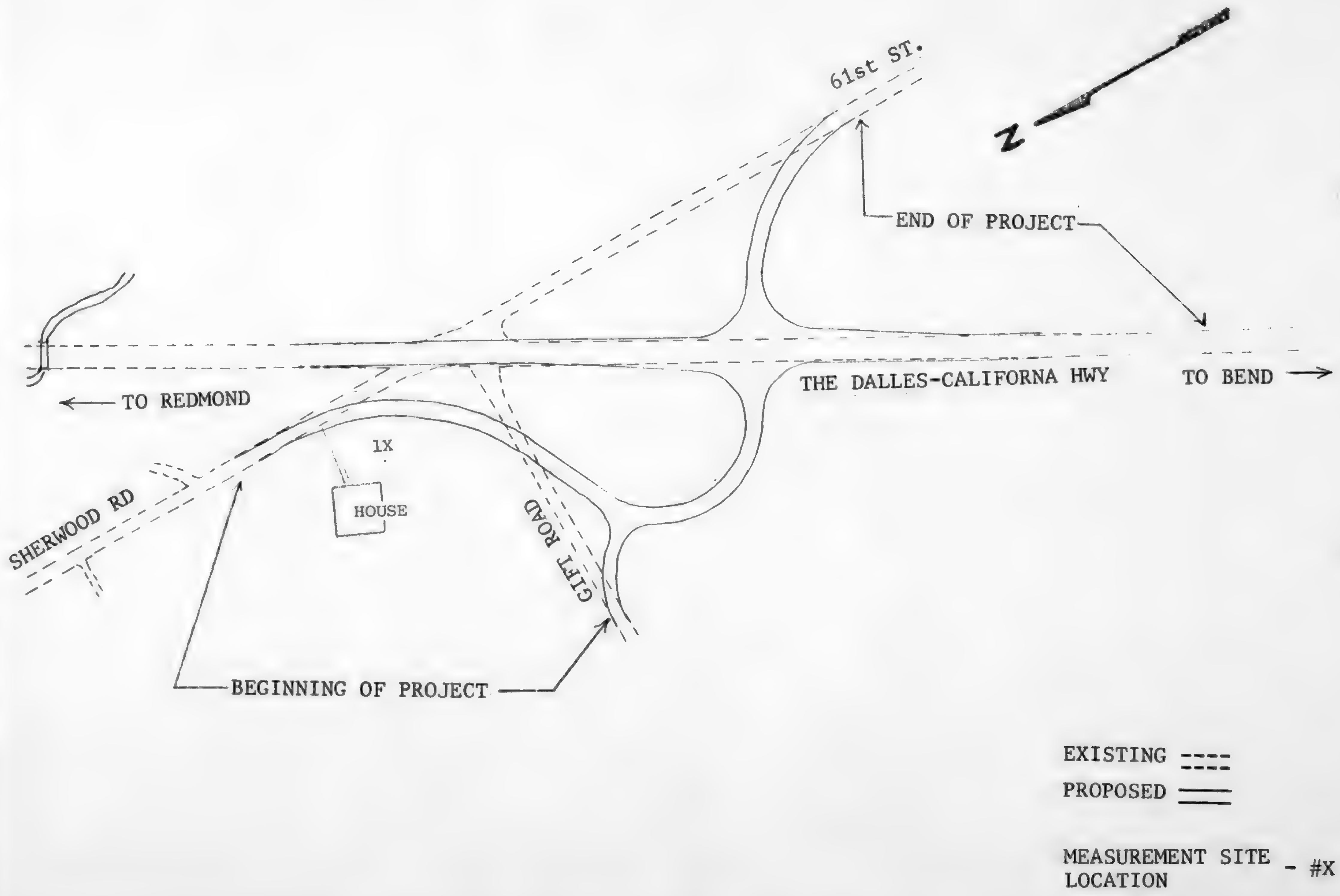

N
61st ST.
END OF PROJECT
TO REDMOND
THE DALLES-CALIFORNA HWY
TO BEND
1X
HOUSE
SHERWOOD RD
GIFT ROAD
BEGINNING OF PROJECT
EXISTING
PROPOSED
MEASUREMENT SITE LOCATION - #X

TABLE 1
EIS TRAFFIC DATA

Project Sherwood Road (61st Street) Section Location Deschutes County Alternative No-Build

Key #02384

			AVERAGE DAY			PEAK HOUR				AVG HOUR-PK 8 HR.			PEAK TRUCK HOUR			
HIGHWAY SECTION	DIST.	YEAR	VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP	VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP
The Dalles-Calif. Hwy. South of 61st Street		1985	10,650	1,130	55	730	21	63	54				530	34	54	55
		2005	20,000	2,120	54	1,370	39	118	52				1,000	64	101	53
61st Street North and west of D-C Hwy.		1985	815	21	21	67	2	1	21				46	1	2	21
		2005	1,530	40	21	126	4	1	21				87	3	3	21
61st Street south and east of D-C Hwy.		1985	860	45	28	71	4	1	28				49	3	4	28
		2005	1,610	84	28	133	8	2	28				92	6	7	28
Gift Road		1985	260	7	20	21	1	0	20				15	0	1	20
		2005	490	13	20	40	1	0	20				28	1	1	20
The Dalles-Calif. Hwy. North of 61st Street		1985	10,650	1,150	55	730	23	64	54				530	35	56	55
		2005	20,000	2,160	54	1,370	43	119	52				1,000	67	104	53

Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: ______

Date: ______

TABLE 2

EIS TRAFFIC DATA

Project Sherwood Road (61st Street) Section Location Deschutes County Alternative Build

Key #02384

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY			PEAK HOUR				AVG HOUR-PK 8 HR.			PEAK TRUCK HOUR			
			VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP	VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP
The Dalles-Calif. Hwy. South of 61st Street		1985	10,650	1,130	55	730	21	63	55				530	34	54	55
		2005	20,000	2,120	55	1,370	39	118	52				1,000	64	101	53
61st Street North of Gift Road		1985	815	21	32	67	2	1	32				46	1	2	32
		2005	1,530	40	32	126	4	1	32				87	3	3	32
61st Street South of Gift Road		1985	815	21	15	67	2	1	15				46	1	2	15
		2005	1,530	40	15	126	4	1	15				87	3	3	15
61st Street East of D-C Highway		1985	860	45	15	71	4	1	15				49	3	4	15
		2005	1,610	84	15	133	8	2	15				92	6	7	15
Gift Road		1985	260	7	15	21	1	0	15				15	0	1	15
		2005	490	13	15	40	1	0	15				28	1	1	15

Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: ____________

Date: ____________

TABLE 3

EIS TRAFFIC DATA

Project Sherwood Road (61st Street) Section Location Deschutes County Alternative Build

HIGHWAY SECTION	DIST.	YEAR	AVERAGE DAY			PEAK HOUR				AVG HOUR-PK 8 HR.			PEAK TRUCK HOUR			
			VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP	VOLUME	TRUCKS	SP	Auto	M.T.	H.T.	SP
The Dalles-Calif. Hwy.		1985	10,650	1,150	55	730	23	64	55				530	35	56	55
Nort hof 61st Street																
		2005	20,000	2,160	55	1,370	43	119	55				1,000	67	104	53

Abbreviations:
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (two axles - six tires)
H.T. = Heavy Trucks (three or more axles)
Vol. = Traffic Volume (Veh/day or Veh/Hr. - two way)

Analyst: __________

Date: __________

TABLE 4

PREDICTED NOISE LEVELS

Site	Alternative	Year	LEQ*
1. 65605 61st Street	Existing	1985	66 dBA
	No-Build	2005	67 dBA
	Build	2005	68 dBA

*The worst-case (Peak Truck Hour) data was used for LEQ calculations.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 19, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 40178
Project No. HES-4-2(16)
The Dalles-California Hwy. @ Sherwood (61st) Rd. Section
The Dalles-California Highway
Deschutes County

I request your approval for a program change to dual fund and increase cost as follows:

1) Appn Code ----------- Add "010"
2) Prefix Letters ------ Add "F"
3) Estimated project cost by phases: Change to read --------

	APPN CODE	PRO RATA	TEC	FF	STATE
PE	141	90	$ 12,600	$ 11,340	$ 1,260
ROW	141	90	3,250	2,925	325
Channelization	141	90	206,372	185,735	20,637
Channelization	010	88.15	96,607	85,159	11,448
SUBTOTAL			$318,829	$285,159	$33,670
Reserve			27,171	23,951	3,220
TOTAL			$346,000	$309,110	$36,890

DDB:pf

cc: D. D. Allen
J. Hagedorn
R. Oakes
J. Peterson
General Files

Form 734-3122

DATE: November 7, 1985

TO: Oregon Transportation Commission PRO

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Identification of Eight New Projects for Funding in the Six Year Program

On your agenda at the November 18 meeting will be a request to identify the following projects for funding in the Six-Year Program.

SECTION:	Southbound Santiam River Bridge	
HIGHWAY:	Pacific	
COUNTY:	Linn and Marion	
PROGRAM YR:	1986 Construction	
FUNDING:	I-4R	
	Total Estimated Cost:	$ 90,000

DISCUSSION: This project would mount a rail on top of the curb on the Southbound Structure.

IMPACT: Funds will be available, the impact will be minor.

SECTION:	Sherwood Rd. (61st St.)	
HIGHWAY:	The Dalles/California	
COUNTY:	Deschutes	
PROGRAM YR:	1986 Construction	
FUNDING:	HES:	$ 200,000
	FAP:	$ 142,000
	Total Estimated Cost:	$ 342,000

DISCUSSION: This project would provide a left-turn refuge at Sherwood Rd. on The Dalles/California Highway.

IMPACT: Funds will be available, the impact will be moderate.

SECTION: Vida - M.P. 27.7
HIGHWAY: McKenzie
COUNTY: Lane
PROGRAM YR: 1986 Construction
FUNDING: FAP
Total Estimated Cost: $ 375,000

DISCUSSION: This project would provide a passing bay from Mile Post 27.1 to 27.7.

IMPACT: Funds will be available, the impact will be moderate.

The following bikeway projects are necessary to fulfill the requirement to spend 1% of State highway funds on bikeways.

SECTION: N. Umpqua Rd. - Currier St.
HIGHWAY: Oakland - Shady
COUNTY: Douglas
PROGRAM YR.: 1986 Construction
FUNDING: State Bikeway
Total Estimated Cost $ 100,000

SECTION: Keyes Crk. - Antone
HIGHWAY: Ochoco
COUNTY: Wheeler
PROGRAM YR.: 1986 Construction
FUNDING: State Bikeway
Total Estimated Cost $ 135,000

SECTION: Clackamette Park - 10th St.
HIGHWAY: Pacific Highway East
COUNTY: Multnomah
PROGRAM YR.: 1987 Construction
FUNDING: State Bikeway
Total Estimated Cost $ 297,000

SECTION: Tansy Creek - BNRR O'Xing
HIGHWAY: Fort Stevens
COUNTY: Clatsop
PROGRAM YR.: 1987 Construction
FUNDING: State Bikeway
Total Estimated Cost $ 185,000

SECTION: Joseph - Wallowa Lake
HIGHWAY: Joseph - Wallowa Lake
COUNTY: Wallowa
PROGRAM YR.: 1987 Construction
FUNDING: State Bikeway
Total Estimated Cost $ 93,000

cc:
Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
D. O. Christensen
L. E. George
Cam Gilmour
R. C. Pool
V. E. Skoog
Region Engineers
George Bell

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

CONCLUSIONS

APPLICANT: ODOT

PROJECT TITLE: THE DALLES-CALIFORNIA HWY. @ SHERWOOD (61 ST.) SECTION

DATE: June 4, 1985

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state or local government have been identified.

☒ Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state and/or local government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

OR 850429-068-2

Dolores Streeter
Clearinghouse Coordinator

IPR #3

cc:FHWA

1859

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850429-068-2 Return Date: MAY 31 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

( ) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

Project will require the removal of about 25 juniper trees within construction limits. Tree removal can be minimized in project as these trees can accomodate fill material.

Agency Parks

By Lucas

IPR #2

Phone Number 388-6211

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-4-2(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40178

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-17-85

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
THE DALLES - CALIFORNIA HIGHWAY AT SHERWOOD (61st) ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change and Right-of-way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested by Mr. Potter's letter dated May 13, 1985 the Program Change adding "Right-of-Way Acquisition" to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with all phases of right-of-way acquisition for File 54309 as shown on R/W Map 9B-24-15 at a TEC of $3,250; Federal Funds $2,925.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign

Orig to
5/23

14. DATE 5/22/85

15. SIGNATURE OF APPROVING OFFICIAL John A Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7-8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 13, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. HES-4-2(16)
The Dalles-California Hwy. @ Sherwood (61st) Road Section
Deschutes County

I request your approval of a program change on the subject project to include in the Character of Proposed Work "Right of Way Acquisition" at an estimated total cost of $3,250. The right-of-way to be acquired consists of file 54309 as outlined in red on the enclosed copy of right-of-way map 9B-24-15 and does not involve relocation assistance.

I further request authorization to proceed with the actual acquisition of file 54309 all phases at an estimated total cost of $3,250 with an obligation of $2,925 in federal funds.

Enclosed is a copy of a revised project agreement estimate and modification of project agreement (PR-2A) reflecting the revised costs for the project.

CPL:me
Encl.
cc: J. Boyd
D. Aman
R. Bladorn
General Files

Form 734-3122

10,169

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: April 24, 1985

To: Executive Department
Federal-Aid Coordination Unit

Central Oregon Intergovernment Council
1106 W. Highland
P.O. Box 575
Redmond, OR 97756

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 10
Section: The Dalles-California Hwy. @ Sherwood (61st) Road
Highway: The Dalles-California Highway, US 97
County: Deschutes

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be June 10, 1985.

DDB:me
Attachments
bc: D.E. Wilken, FHWA
R.N. Bothman
Paul Singer
J.B. Boyd (2)
D.O. Christensen (3)
Cam Gilmour
W.J. Hart
Reg. 4 Engr.: Dale Allen
Dis. 10 Maint. Supvr: R.L. Nelson
Aeronautics Division
David Powers, Parks
Don Baker

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #				Page One
02	12] APPLICANT Department of Transportation [45	46] DIVISION Highway [79			
03	12] APPLICANT ADDRESS STREET Transportation Building [45	46] CITY Salem [60	76] ZIP 97310 [80		
04	12] CONTACT PERSON Gary Potter [45	46] AREA CODE 503 [48	49] PHONE 378 [55	56] EXTENSION 6563 [59	
01	12] PROJECT TITLE The Dalles-California Hwy. @ Sherwood (61 St.) Road Section (HES-4-2(16)) [71				
11	12] PROJECT LOCATION—CITY The Dalles-California Hwy. US 97	PROJECT LOCATION—COUNTY Deschutes	PROJECT LOCATION SEC: T: R: [79		

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Channelization requiring grading, drainage and paving to provide a left-turn

06 12] lane (see attached Part 3 of project prospectus and location map). [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	126,540.00		14,060.00			140,600.00

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME U.S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes X☒ 29 No ☐ 30 Date: April 24, 1985

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH June [42	43] DAY 10 [44	45] YEAR 1985 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 24, 1985*

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St., NE
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION HES

SEE INSTRUCTIONS ON REVERSE

SECTION The Dalles/California Highway @ Sherwood (61st) Road	**KEY ID #** **REGION** 4

ESTIMATED RIGHT-OF-WAY IMPACTS

One 0.4 acre parcel of right-of-way will need to be acquired. The new right-of-way line will be closer to improvements by 90', whereas the previous proximity was 190'.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Volumes will not change. Movements to and from U.S. 97 will be at one location with channelization on U.S. 97, instead of at 3 locations with no channelization as at present.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The proposed relocation of 61st Street will occupy land under jurisdiction of the State Parks Division, known as the Bend-Redmond Juniper Waysides. This land was deeded to the State in the 1940's for management as a scenic wayside in acknowledgement of the juniper stands. As such, it does not qualify as Section 4(f) land.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None apparent.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

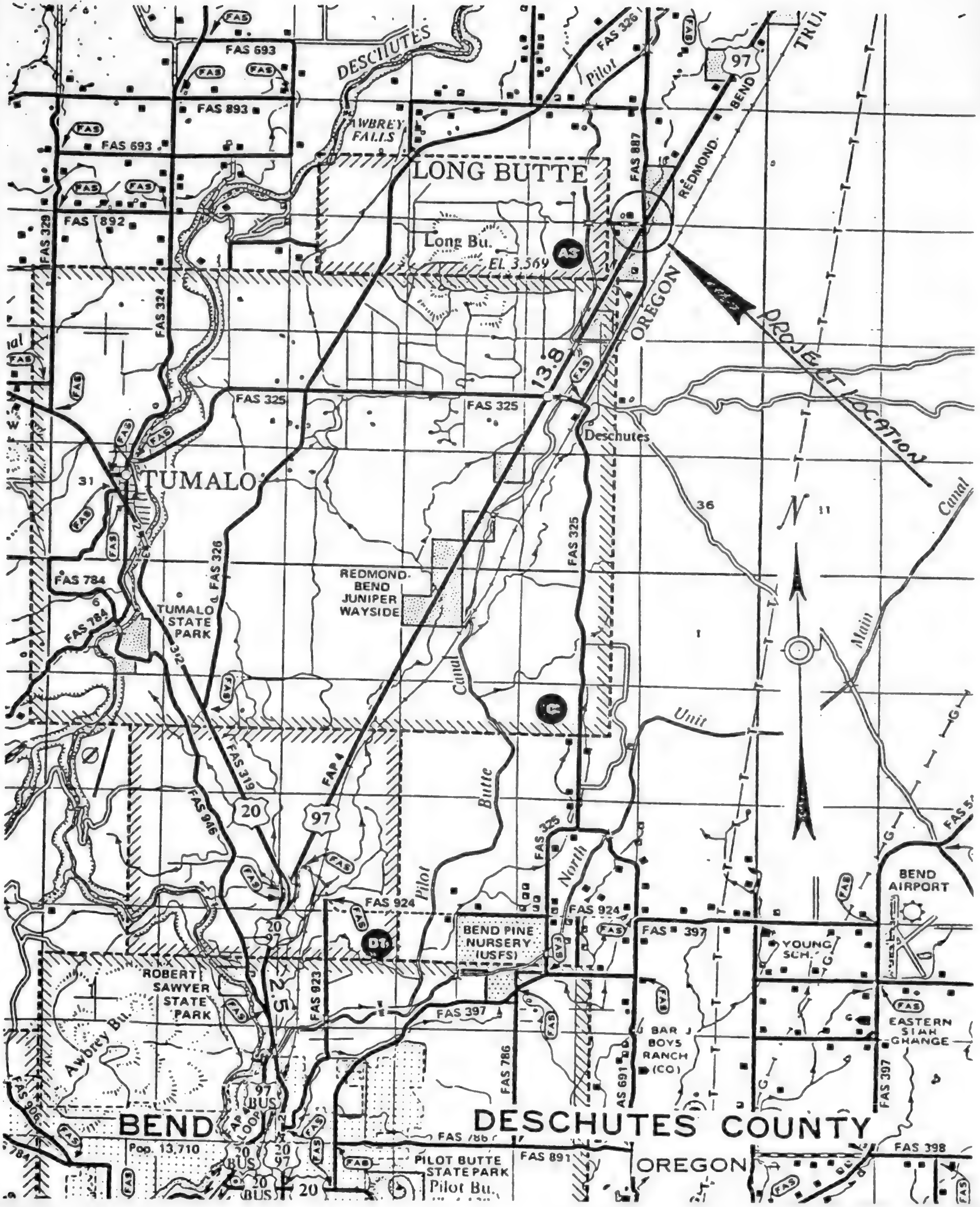
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a spot safety improvement; an intersection will be realigned and turn refuges will be added. The project does not have the potential for significant impact.

OTHER DOCUMENTATION

PREPARED BY X John Hagedorn	**TELEPHONE NUMBER** 388-6185	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**



DESCHUTES
AWBREY FALLS
LONG BUTTE
Long Bu.
El. 3,569
AS
FAS 693
FAS 893
FAS 892
FAS 329
FAS 324
FAS 326
FAS 887
FAS 325
FAS 784
FAS 312
FAS 319
FAS 946
FAS 924
FAS 923
FAS 397
FAS 786
FAS 691
FAS 891
FAS 906
FAS 398
FAP 4
FAS
Pilot
97
20
REDMOND - BEND
OREGON
13.8
2.5
TRUNK
PROJECT LOCATION
Deschutes
TUMALO
31
36
TUMALO STATE PARK
REDMOND-BEND JUNIPER WAYSIDE
C
Canal
Butte
Pilot
North
Unit
Main
Canal
N
D1
BEND PINE NURSERY (USFS)
ROBERT SAWYER STATE PARK
Awbrey Bu.
BAR J BOYS RANCH (CO)
YOUNG SCH.
EASTERN STAR GRANGE
BEND AIRPORT
BEND
Pop. 13,710
97 BUS
20 BUS
20 97
PILOT BUTTE STATE PARK
Pilot Bu.
DESCHUTES COUNTY
OREGON

Ja 7-8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

April 19, 1985

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
The Dalles/Calif. Hwy. @ Sherwood (61st) Road
The Dalles-California Highway
Deschutes County
HES-4-2(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
May 2, 1985

4/29/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

CMG:lm

Attachments (4)

cc: J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Dale Allen
John Hagedorn
Rolland VanCleave
Richard Nelson

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
The Dalles/California Highway @ Sherwood (61st) Road

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

One 0.4 acre parcel of right-of-way will need to be acquired. The new right-of-way line will be closer to improvements by 90', whereas the previous proximity was 190'.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Volumes will not change. Movements to and from U.S. 97 will be at one location with channelization on U.S. 97, instead of at 3 locations with no channelization as at present.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The proposed relocation of 61st Street will occupy land under jurisdiction of the State Parks Division, known as the Bend-Redmond Juniper Waysides. This land was deeded to the State in the 1940's for management as a scenic wayside in acknowledgement of the juniper stands. As such, it does not qualify as Section 4(f) land.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None apparent.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

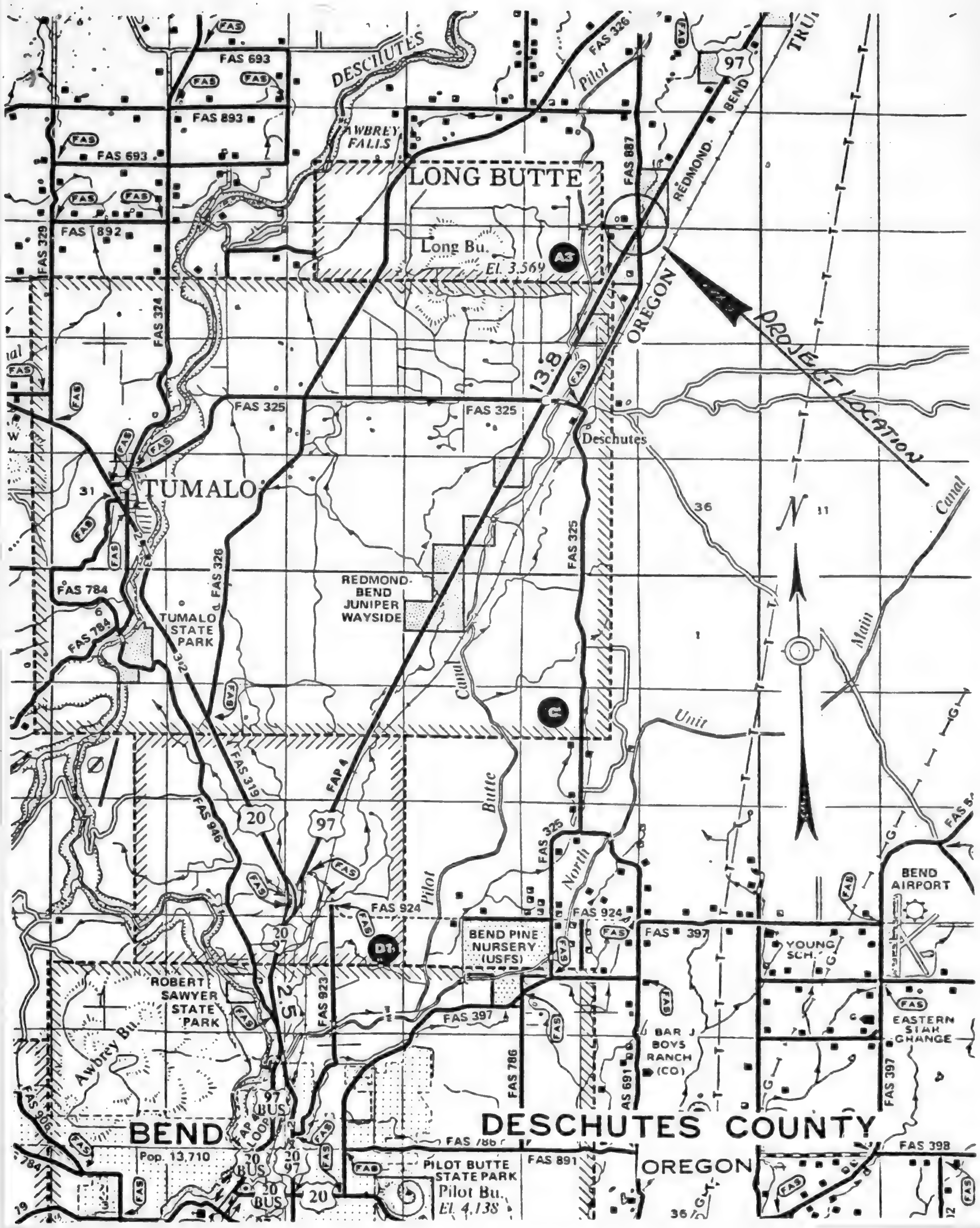
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a spot safety improvement; an intersection will be realigned and turn refuges will be added. The project does not have the potential for significant impact.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Hagedorn	388-6185	APR 29 1985

734-1913 (7-82)


DESCHUTES
FAS 693
FAS 893
FAS 693
FAS 892
FAS 329
FAS 324
AWBREY FALLS
LONG BUTTE
Long Bu.
El. 3,569
A3
FAS 326
Pilot
97
BEND
REDMOND
TRU
FAS 887
OREGON
PROJECT LOCATION
13.8
FAS 325
FAS 325
Deschutes
TUMALO
31
36
N
FAS 328
FAS 784
FAS 784
TUMALO STATE PARK
REDMOND-BEND JUNIPER WAYSIDE
FAS 325
Canal
Main
Canal
Unit
C
FAS 319
FAS 946
FAP 4
20
97
Butte
Pilot
FAS 325
North
BEND AIRPORT
FAS 924
FAS 924
D1
BEND PINE NURSERY (USFS)
FAS 397
YOUNG SCH.
ROBERT SAWYER STATE PARK
2.5
FAS 923
FAS 397
Awbrey Bu.
FAS 786
FAS 691
BAR J BOYS RANCH (CO)
EASTERN STAR GRANGE
FAS 397
97 BUS
BEND
Pop. 13,710
DESCHUTES COUNTY
FAS 786
FAS 891
FAS 398
OREGON
PILOT BUTTE STATE PARK
Pilot Bu.
El. 4,138
20 BUS
20
20 97
FAS 906
784
36

November 9, 1984

Deschutes County Board of Commissioners
Courthouse
Bend, OR 97701

AGR 4-2

Attention: Mary Sue Penhollow
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8244

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to improve and channelize the intersection of The Dalles-California Highway at Sherwood (61st) Road, M.P. 128.49.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: March 5, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
The Dalles-California Highway @ Sherwood (61st) Road MP 128.49

Region 3 has requested a project to construct left turn channelization at the subject intersection.

Construction will be by contract with State Forces performing all phases of Engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	The Dalles-Calif. Hwy @ Sherwood (61st) Road Deschutes County	$138,000	$124,200	$13,800

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George
L. E. GEORGE - TRAFFIC ENGINEER

orig Gosmen
cys George
Acctg
files

3-7

APPROVED:

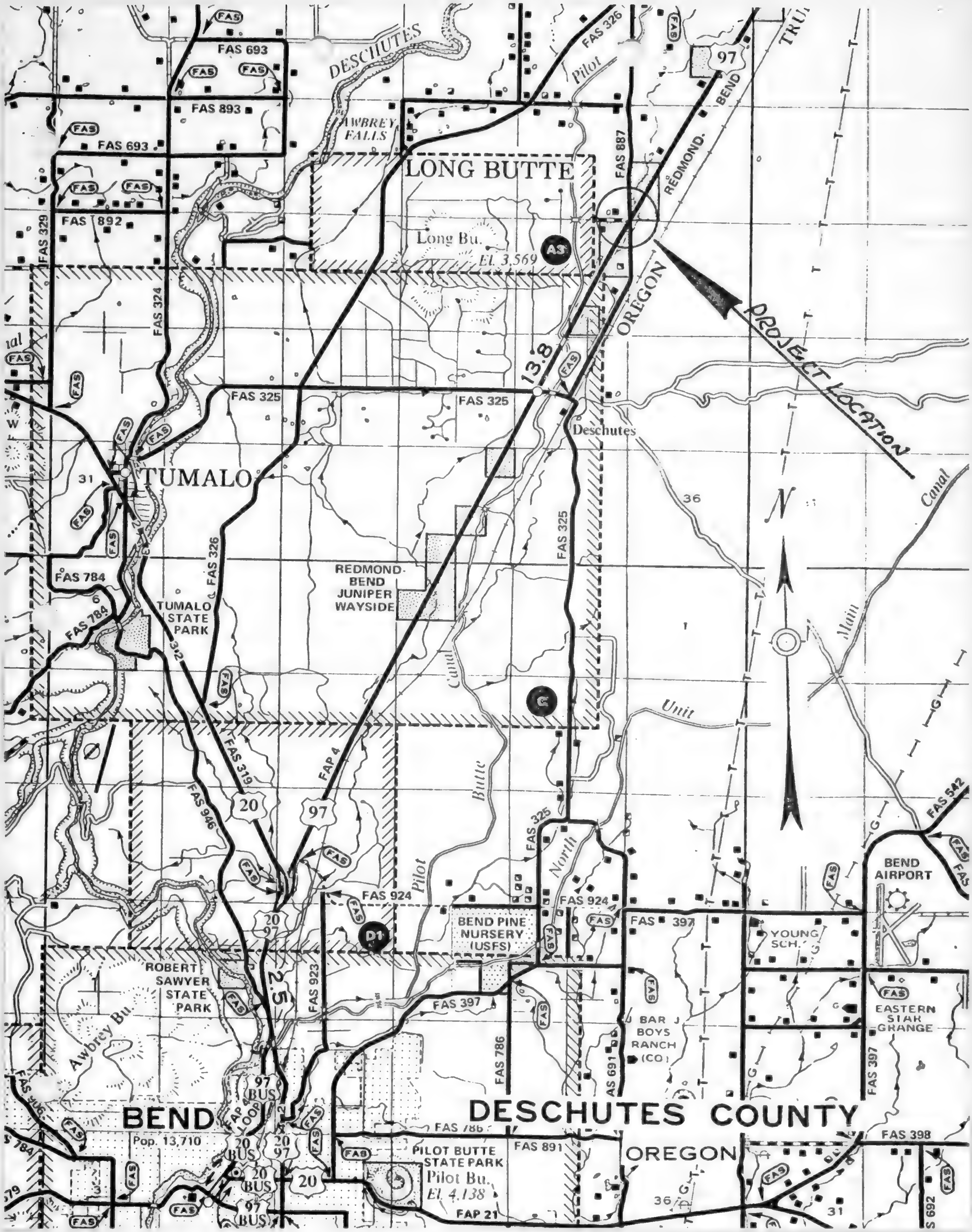
H S Coulter
State Highway Engineer

DATE: 3-6-84

RECEIVED
STATE HWY ENGR
MAR 6 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

On Mar report

81-125-1387


DESCHUTES
FAS 693
FAS 893
FAS 693
FAS 892
FAS 329
FAS 326
Pilot
97
AWBREY FALLS
LONG BUTTE
Long Bu.
El. 3,569
A3
FAS 887
REDMOND - BEND
OREGON
TRUNK
PROJECT LOCATION
FAS 324
13.8
FAS 325
FAS 325
Deschutes
TUMALO
31
36
N
FAS 326
FAS 325
REDMOND-BEND JUNIPER WAYSIDE
FAS 784
FAS 784
TUMALO STATE PARK
32
Canal
Main
Unit
G
Canal
FAS 319
FAS 946
FAP 4
Butte
20
97
FAS 325
North
FAS 542
Pilot
FAS 924
FAS 924
BEND AIRPORT
D1
20
97
BEND PINE NURSERY (USFS)
FAS 397
YOUNG SCH.
ROBERT SAWYER STATE PARK
2.5
FAS 923
FAS 397
Awbrey Bu.
FAS 786
BAR J BOYS RANCH (CO)
FAS 691
EASTERN STAR GRANGE
FAS 397
97 BUS
BEND
Pop. 13,710
FAP LOOP
DESCHUTES COUNTY
FAS 786
FAS 398
20 BUS
20 97
FAS 891
OREGON
PILOT BUTTE STATE PARK
Pilot Bu.
El. 4,138
20 BUS
20
97 BUS
FAP 21
36
31
FAS 692

4

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - LOCATION UNIT

TO: Dale D. Allen
Region 4 Engineer

DATE: August 30, 1984

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Sherwood Road (61st Street)
The Dalles-California Highway
Deschutes County
Title II HES

1 Versteeg ✓
Anderson
3 Adams
4 Hnenab M
RE 2 Edwards
Terpin
5 Trout ✓
Wakerlig

RECEIVED
AUG 31 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

The field data transmitted for this project has been reviewed and questions have arisen concerning the design.

It is our policy to not only bring road connections into the highway at right angles but also directly opposite if possible. Are the traffic movements extremely light on the FAS and the county road? If this is the case, it would explain the three road connections proposed. However, we feel that this design configuration should be avoided because of difficulty involved in properly signing the area.

Right of way will have to be acquired to build the new conneciton. We noticed that a considerable amount of the property is in the Redmond-Bend Juniper Wayside under the State Parks Division. Will a 4-F statement be required if we have to acquire park property? This could cause a considerable delay in getting this project to contract.

HES funding has been discussed with the Traffic Section. We were informed that $150,000 to a maximum of $200,000 is all that can be justified. This includes right of way costs. The narrative report stated that Deschutes County has verbally agreed to contribute 20 percent of the cost to a maximum of $50,000. The cost estimate submitted was for $262,000, which did not include any costs for right of way. We have exceeded the available funding even if the required right of way is donated.

We have prepared two sketch maps showing design options that could possibly be funded. This again would depend on right of way costs.

Design Option 1	$208,000 plus R/W
Design Option 2	$220,000 plus R/W

Please review these proposals and advise us of your recommendation.

FET:ALH:ge
Attachments

cc J. H. Versteeg
A. L. Hansen

81-125-1367

Contains Recycled Materials

rll [illegible] 7-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-4-2(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40178

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/16/84

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
The Dalles - California Highway at Sherwood (61st) Road Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $12,600 FF $11,340
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's letter of 3/28/84.

RECEIVED
STATE HWY ENGR
APR 19 '84
REFER TO Potter
FOR
Info In.ex R/D D/R Sign Act File

Orig-ltr
4/19

14. DATE 4/16/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: March 28, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40178
Project No. HES-4-2(16)
The Dalles-California Hwy. @ Sherwood (61st) Rd. Sec.
The Dalles-California Highway
Deschutes County

Attached data consists of PR-1 form with project maps, authority for survey, investigation report, Safety Priority Index System data sheet, collision diagram, pictures and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost $12,600 with an obligation of $11,340 in federal funds.

DRH:bkb
Attachments
cc: L.E. George
D.D. Allen (Region 4)
General Files

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Deschutes Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#	02384
SECTION	Sherwood Road (61st St.)
REGION	4
AUTHORIZATION NO.	1
PREFIX	9-1933
DATE	3-26-84

Hwy 4

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		100
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		400
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		100
906 BRIDGE DESIGN		2,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES					

TOTALS	$	$ 15,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-4-2(16)

LOCATION ENGINEER'S REMARKS

1 ✓
cy Bud
DM cy
2 E
3
cy Warning

RECEIVED
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

Approved by State Hwy Com. 3-6-84

PREPARED BY	DATE 2/23/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/2/84
RECOMMENDED, REGION ENGINEER X	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Schuster	DATE 5-1-84
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 5/1/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Sherwood Road (61st St)				KEY ID # 02384 REGION 4
STATE HIGHWAY # 4	HIGHWAY NAME The Dalles--California		MILE POST FROM 128.31 TO 128.67	LENGTH 0.36 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Deschutes	ROAD/STREET NAME	
ROUTE # US 97	FEDERAL AID # 4	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10.	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 84.		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 10.		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 3.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 31.		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 128.	WORK TYPE (1-12)	8	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 138.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE Title II HES	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	7,800	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

This intersection has a continuing accident history, particularly involving rear-end collision.

PROPOSED SOLUTION

Construct a full left-turn refuge.

REQUESTED, REGION ENGINEER X	DATE 2/28/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02384

SECTION
Sherwood Road (61st St.)

REGION
4

PROJECT JUSTIFICATION

Region Engineer concurs with L. E. George that channelization will reduce the accident problem at this intersection. (L. E. George's letter of 10/17/83 ~~attached.~~)

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02384

SECTION Sherwood Road (61st St.)

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	E	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	E	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

COMPANIES

PNB Telephone--underground and overhead

PPL--overhead power

COI--Irrigation

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4			12	×	12			4				
				6			14	14	14			6				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Agg. base	18"				
Asphalt concrete	4"	4"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1 Slab Span Culvert	Extend 28'	7	$10,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

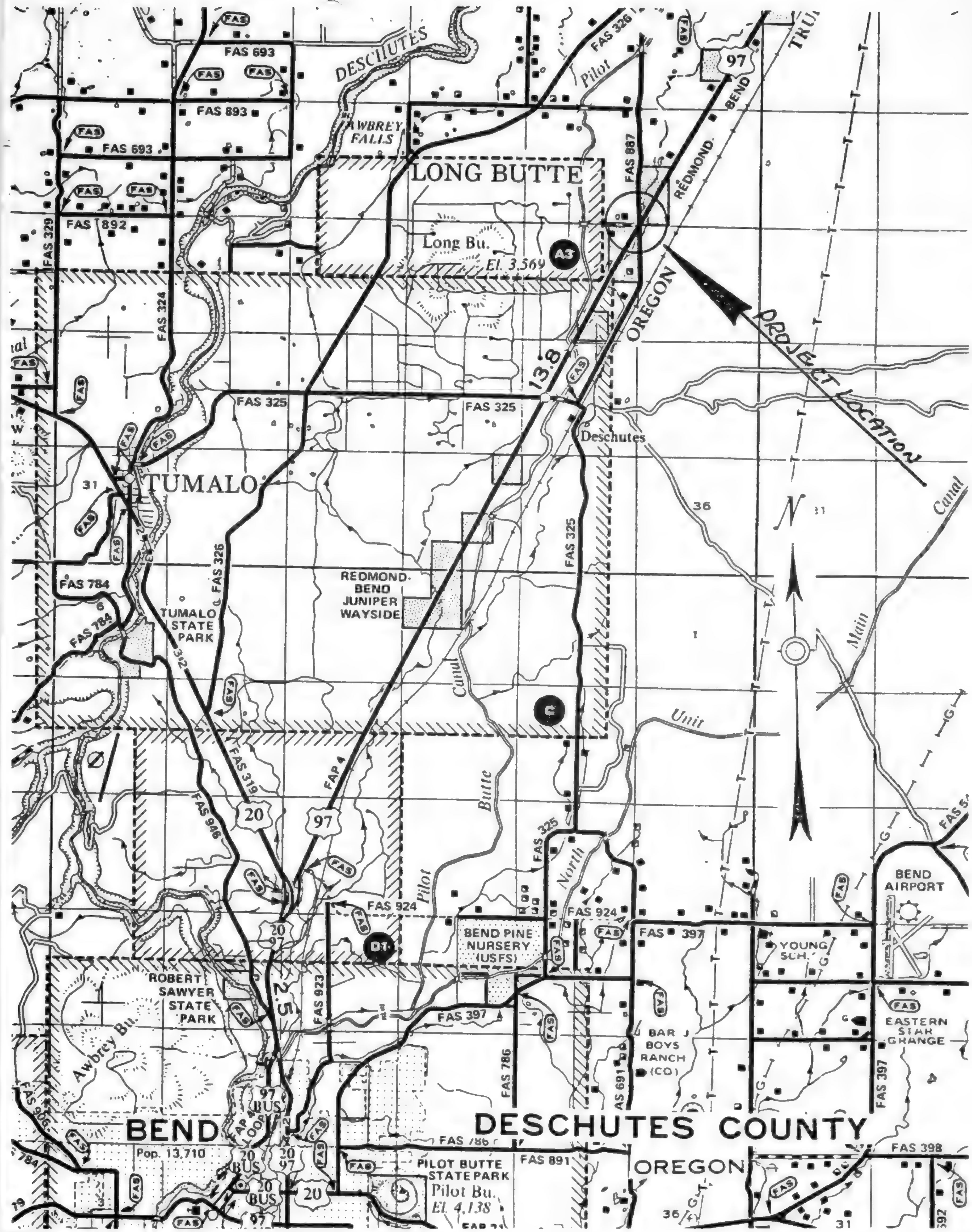
APPROVED

Frank E. [illegible]

Location Engineer

Date 5/11/84

734-1912 (7-82)


LONG BUTTE
Long Bu.
El. 3,569
A3
DESCHUTES
AWBREY FALLS
PROJECT LOCATION
N
REDMOND-BEND
OREGON
13.8
Deschutes
TUMALO
TUMALO STATE PARK
REDMOND-BEND JUNIPER WAYSIDE
C
Canal
Unit
Main
Butte
Pilot
North
D1
BEND PINE NURSERY (USFS)
ROBERT SAWYER STATE PARK
Awbrey Bu.
2.5
BEND
Pop. 13,710
DESCHUTES COUNTY
OREGON
PILOT BUTTE STATE PARK
Pilot Bu.
El. 4,138
BEND AIRPORT
YOUNG SCH.
EASTERN STAR GRANGE
BAR J BOYS RANCH (CO)
FAS 693
FAS 893
FAS 892
FAS 329
FAS 324
FAS 326
FAS 887
FAS 325
FAS 784
FAS 319
FAS 946
FAP 4
FAS 924
FAS 923
FAS 397
FAS 786
FAS 691
FAS 891
FAS 398
FAS 906
20
97
20 BUS
97 BUS
36
31

1986 South Fork Little Butte 10,170
Creek Bridge Sec. of South Fork Little
Butte Rd. (Grading, paving & structure)

C4A 7968 10-26-83
12-17-84

10,170

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11-19-90

COUNTY: JACKSON AGREEMENT NO: 7968 PROJECT NO: BROS-1500(4 & 7)

CONTRACT NO: 10170 SECTION: S. Fork Little Butte Cr. Br.

Preliminary Engineering Prefix C215-1911

	Participating	Nonparticipating
Project Manager	$ 14,946.86	$ 113.48
Final Design	4,384.43	
R/W Descriptions	1,557.71	
Sign Design	115.19	
Region Geology	993.15	
Utility Liaison	322.59	
Location Section	1,615.14	
Program Section	106.23	
Administrative Services	13.12	
Structural Foundations	4,750.51	
Free Bridge Design	29,016.56	67.97
Free Specifications	2,500.32	
Environmental Studies	99.17	
Base Design	98.33	
Region Traffic	67.07	
Hydraulics	1,696.21	
Total P.E. Cost	$ 62,282.59	$ 181.45
Less Free Br. Design & Spec's	(31,516.88)	(67.97)
P.E. Cost to County	$ 30,765.71	$ 113.48

Right-of-Way Prefix C215-2529

	Participating	Nonparticipating
Appraisals, Witness Fees	864.73	
Title Processing	102.37	
Conduct Sale of Property	168.22	
R/W Office Expense	18.33	
R/W Descriptions	139.17	
Planning Relocation	4.74	
Program Section	84.63	
Land Acquisition	1,954.85	
	$ 3,337.04	$ - 0 -

Construction Prefix C10170

	Participating	Nonparticipating
Payment to Contractor	$ 333,780.24	$ 100.00
Interest on Final Payment		68.66
Field Engineering	35,245.73	184.94
SFO #2 Permanent Striping	601.52	
SFO #3 Roadside Seeding	308.10	
Construction Section	1,692.89	
Accounting	55.43	
Region 3 Office	597.75	
Technical Services	2,567.00	
Program Section	77.28	
Materials Testing	4,307.48	
Permit Preparation	10.55	
	$ 379,243.97	$ 353.60

~~RECEIVED~~
~~NOV 20 1990~~
~~Planning Section~~

Summary:

Participating P.E. Cost	$ 30,765.71
Participating R/W Cost	3,337.04
Participating Construction Cost	379,243.97
Total Participating Cost	$ 413,346.72

Federal Funds:		
P.E. (80%)	$ 24,612.57	
R/W (80%)	2,669.63	
Construction (80%)	303,395.18	$(330,677.38)
Subtotal		$ 82,669.34
Less State Share Const. Only		(37,924.38)
Plus Nonparticipating Cost		467.08
Less State Share of nonparticipating Field Engineering Cost		(92.47)
P.E. AD #83-108	$ 4,400.00	
Const. AD #85-143	27,300.00	
Const. AD #85-156	10,800.00	$ (42,500.00)
Balance		$ 2,619.57

* $209.99 in additional charges were added after project was final vouchered. These costs will be nonparticipating state cost.

MKS:pk

Oregon Department of Transportation

INVOICE

AGENCY 02	INVOICE NUMBER	DOCUMENT NUMBER	RECEIPT DATE
YOUR ORDER NUMBER	BILLING REQ. NUMBER	INVOICE DATE 11-19-90	VENDOR NUMBER

TO ENSURE PROPER CREDIT PLEASE RETURN A COPY OF THIS FORM WITH YOUR REMITTANCE

Jackson County
Management Asst.- Gary Douglas
200 Antelope Rd.
White City OR 97503

SEND REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
ACCOUNTING SERVICES
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	ORG. UNIT	EXP. ACCOUNT	SUB JOB	AT	ACTIVITY	OBJ DET.	REVENUE SOURCE	AGY. SRC.	AMOUNT	R	SFO
350	9901	RVF03969	000	03			844010	10	2,619.57		

FOLD

DESCRIPTION	TOTAL PRICE
Final Settlement on BROS-1500 (4 & 7) South Fork Little Butte Creek Bridge See Attached Itemized Statement	$2,619.57
SPECIAL INSTRUCTIONS FOR ACCOUNTING USE ONLY	
TOTAL AMOUNT DUE	$2,619.57

734-1150A(10-89) IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Schultz TELE: 378-6563
INVOICE PREPARER

10,170

1-89

Oregon Department of Transportation
HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

DATE OF REQUEST

REFERENCE DATE, VOUCHER NO., DESCRIPTION & ETC.	AGY.	TRAN. CODE	CURRENT DOCUMENT NO.	DOCUMENT DATE	EXPENDITURE ACCOUNT	SUB JOB	ORG. UNIT	ACTIVITY	OBJECT DETAIL	QUANTITY	AMOUNT	REV.	REFERENCE CODE
	02			01.17.89	42151911	012	0632	927	598		457.11		
	↓			↓		000		903			457.11	R	
	02			01.17.89		012	0632	927			602.80		
	↓			↓		000		899			602.80	R	
	02			01.17.89		012		929			2301.38		
	↓			↓		000		921			2301.38	R	
	02			01.17.89		012		929			198.94		
	↓			↓		000		929			198.94	R	
	02			01.17.89		012		927			27002.73		
	↓			↓		000		927			27002.73	R	
	02			01.17.89		012		927			953.92		
	↓			↓		000		950			953.92	R	
	02			01.17.89	↓	001		927			67.97		
	↓			↓		001	↓	899	↓		67.97	R	
										TOTAL	TOTAL 63,169.70		

REASON FOR REQUEST UNDER ORS 366.155K the State will PROVIDE A BRIDGE DESIGN, PLANS AND Specifications at No Cost to County, ALSO Training Cost, if County Match is 100%

(PREPARED BY)

Michael Kruthenty
(APPROVED BY)

734-1087 (3-86)

10,170

OREGON STATE HIGHWAY DIVISIO

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 23, 1989

COUNTY: JACKSON AGREEMENT NO: 7968 PROJECT NO: BROS-1500(4 & 7)

CONTRACT NO: 10170 SECTION: S. Fork Little Butte Cr. Br.

Preliminary Engineering Prefix C215-1911

	Participating	Nonparticipating
Project Manager	$ 14,946.86	$ 113.48
Final Design	4,384.43	
R/W Descriptions	1,557.71	
Sign Design	115.19	
Region Geology	993.15	
Utility Liaison	322.59	
Location Section	1,615.14	
Program Section	106.23	
Administrative Services	13.12	
Structural Foundations	4,750.51	
Free Bridge Design	29,016.56	67.97
Free Specifications	2,500.32	
Environmental Studies	99.17	
Base Design	98.33	
Region Traffic	67.07	
Hydraulics	1,696.21	
Total P.E. Cost	$ 62,282.59	$ 181.45
Less Free Br. Design & Spec's	(31,516.88)	(67.97)
P.E. Cost to County	$ 30,765.71	$ 113.48

Right-of-Way Prefix C215-2529

	Participating	Nonparticipating
Appraisals, Witness Fees	864.73	
Title Processing	102.37	
Conduct Sale of Property	168.22	
R/W Office Expense	18.33	
R/W Descriptions	139.17	
Planning Relocation	4.74	
Program Section	84.63	
Land Acquisition	1,954.85	
	$ 3,337.04	$ - 0 -

Construction Prefix C10170

	Participating	Nonparticipating
Payment to Contractor	$ 333,780.24	$ 100.00
Interest on Final Payment		68.66
Field Engineering	35,245.73	184.94
SFO #2 Permanent Striping	601.52	
SFO #3 Roadside Seeding	308.10	
Construction Section	1,692.89	
Accounting	55.43	
Region 3 Office	597.75	
Technical Services	2,567.00	
Program Section	77.28	
Materials Testing	4,307.48	
Permit Preparation	10.55	
	$ 379,243.97	$ 353.60

Summary:

Participating P.E. Cost		$ 30,765.71
Participating R/W Cost		3,337.04
Participating Construction Cost		379,243.97
Total Participating Cost		$ 413,346.72
Federal Funds:		
P.E. (80%)	$ 24,612.57	
R/W (80%)	2,669.63	
Construction (80%)	303,395.18	$(330,677.38)
Subtotal		$ 82,669.34
Less State Share Const. Only		(37,924.40)
Plus Nonparticipating Cost		467.08
Less State Share of nonparticipating Field Engineering Cost		(92.47)
P.E. AD #83-108	$ 4,400.00	
Const. AD #85-143	27,300.00	
Const. AD #85-156	10,800.00	$ (42,500.00)
Balance		$ 2,619.55

* $209.99 in additional charges were added after project was final vouchered. These costs will be nonparticipating state cost.

MKS:pk

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

10,170 10-24-88 215-1911

FHWA VOUCHER NO.

APPROPRIATION

215-2529

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 04-08-85

TO 09-29-88

FEDERAL AID PROJECT NO.

BROS 1500(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
PE	198.94	198.94	80%	159.15	159.15	-0-
17	62,265.10	62,083.65	80%	49,666.92	49,666.92	-0-
OW	3,337.04	3,337.04	80%	2,669.63	2,669.63	-0-
	65,801.08	65,619.63	80%	52,495.70	52,495.70	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	10-24-88	Asstant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATE IT OF COSTS INCURRED UNDER PROJECT AGR IENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S. Fork Little Butte Creek Br.					
	Jackson County					
	Preliminary Engineering					
	TYPE CODE PE					
	State		All Required		$ 62,282.59	
	Total Participating Preliminary Engineering				62,282.59	
	TYPE CODE ROW					
	Right-of-Way		All Required		750.00	
	Acquisition Expense					
	State		All Required		2,587.04	
	Total Participating Project Cost				65,619.63	
	Non-Participating Project Cost					
	Preliminary Engineering (State)		All Required		181.45	
	Total Project Cost				$ 65,801.08	
	Totals are as of the FHWA billing voucher dated 9-29-88.					
	Final right-of-way plans were approved by FHWA on 8-26-86.					
	Participating Right-of-Way costs are for right-of-way actually incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	Jackson County's share of the project cost is $667.41.					
	Prepared based on Participating Cost as shown on the Federal Billing as of 10-06-88.					
	AMOUNT CARRIED FORWARD					

BROS 1500(4)

```
PAGE     4

                        JOB COST SUMMARY RUN ON  01-17-89
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 01/14/89
                        FOR EXPENDITURE ACCOUNT C2151911

                                       CREW        CURRENT      BALANCE TO
EA           ACTIVITY OBJ-DETAIL NUMBER       MONTH          DATE
--           -------- ---------- ------       -------       ----------
C2151911 020         299          7000                          953.92
C2151911 020         598          7000                       -1,907.84
ACTIVITY    020                                                              ~~953.92~~ SUBTOTAL

C2151911 899         130          7450                           46.33
C2151911 899         189          7400                           67.97
C2151911 899         192          7400                            1.64
C2151911 899         194          7300                            8.76 +
C2151911 899         194          7400                          553.83 +
C2151911 899         199          7400
C2151911 899         299          0100                       46,968.56 ***      48.97 + to 927
C2151911 899         504          0100                            4.50 +         67.97 + Now
C2151911 899         556          7400                            1.00
ACTIVITY    899                                                           47,652.59 SUBTOTAL

C2151911 903         001          7420                          449.01
ACTIVITY    903                                                              449.01 SUBTOTAL + to 927

C2151911 905         001          7000                           13.82
C2151911 905         001          7330                          232.80
C2151911 905         001          7350                           52.38
C2151911 905         001          7362                          149.20
C2151911 905         001          7363                           35.36
C2151911 905         001          7364                           77.88
C2151911 905         001          7365                          327.97
C2151911 905         130          7300                            6.00
C2151911 905         504          0100                           12.60
C2151911 905         504          7330                            5.40
ACTIVITY    905                                                              ~~913.41~~ SUBTOTAL 953.92

C2151911 907         001          7331                           16.08
ACTIVITY    907                                                               ~~16.08~~ SUBTOTAL

C2151911 911         001          7621                          126.36
ACTIVITY    911                                                              ~~126.36~~ SUBTOTAL 24.43  = (115.19) +

C2151911 914         001          7700                           53.83
ACTIVITY    914                                                               53.83 SUBTOTAL +

C2151911 920         001          0600                           64.43
ACTIVITY    920                                                               64.43 SUBTOTAL +

C2151911 921         001          7200                        1,283.80

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                 JOB COST SUMMARY RUN ON  01-17-89
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 01/14/89
                   FOR EXPENDITURE ACCOUNT C2151911

                                      CREW       CURRENT       BALANCE TO
EA          ACTIVITY OBJ-DETAIL NUMBER      MONTH            DATE
--          -------- ---------- ------      -------       ----------
C2151911 921         136         0500                        611.38
C2151911 921         504         7200                        406.20
ACTIVITY   921                                                         2,301.38 SUBTOTAL

C2151911 923         001         7510                         58.19
C2151911 923         001         7530                         40.98
ACTIVITY   923                                                            99.17 SUBTOTAL

C2151911 927         001         7364                        858.24
C2151911 927         001         7430                      8,192.29
C2151911 927         001         7460                      2,287.79
C2151911 927         030         7430
C2151911 927         504         7430                        176.50
ACTIVITY   927                                                        11,514.82 SUBTOTAL

C2151911 929         001         7200                        198.94
ACTIVITY   929                                                           198.94 SUBTOTAL

C2151911 937         001         7143                         26.19
ACTIVITY   937                                                            26.19 SUBTOTAL

C2151911 960         136         7144                          1.75
ACTIVITY   960                                                             1.75 SUBTOTAL

EA          C2151911 TOTAL                                             62,464.04

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                  JOB COST SUMMARY RUN ON  01-17-89
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 01/14/89
                    FOR EXPENDITURE ACCOUNT C2152529

                                 CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--        -------- ---------- ------       -------      ----------
C2152529 419      001         7700                          66.08
ACTIVITY   419                                                        66.08 SUBTOTAL

C2152529 420      001         7700                         102.14
ACTIVITY   420                                                       102.14 SUBTOTAL

C2152529 421      001         7700                         102.37
ACTIVITY   421                                                       102.37 SUBTOTAL

C2152529 899      299         0100                         883.06 ***
ACTIVITY   899                                                       883.06 SUBTOTAL

C2152529 910      001         7111                          96.85
C2152529 910      001         7363                          33.08
C2152529 910      504         7111                           2.24
C2152529 910      504         7363                           5.50
C2152529 910      560         7363                           1.50
ACTIVITY   910                                                       139.17 SUBTOTAL

C2152529 913      504         7111                           4.74
ACTIVITY   913                                                         4.74 SUBTOTAL

C2152529 920      001         0631                          84.63
ACTIVITY   920                                                        84.63 SUBTOTAL

EA         C2152529 TOTAL                                          1,382.19

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

Conduct sale of Property
168.22

POOR

ORIGINAL

DOCUMENT(S)

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

    DESCRIPTION                PREFIX  FUNCTION SUB F  GP  CURRENT MONTH
                         213   1909    92[illegible]    00 P 1
                         213   1909    926      00 P 1
                         213   1909    92[illegible]    00 P 1
                         213   1909    929      00 P 1
                         213   1909    93[illegible]    00 P 1
                                       TOT      P1
                                       TOT      N1
                                    ** JOB TOTALS **                **                                  **

 STAGE RD [illegible]INGS HUY     CONT NO      FA PROJ NOS HES 000S006 100
                         215   1903    296      00 N 9
                         215   1903    298      00 N 9
                         215   1903    905      00 P 1
                         215   1903    918      00 P 1
                         215   1903    920      00 P 1
                                       TOT      P1
                                    ** JOB TOTALS **                **                 **                 **

 S FORK LITTLE BUTTE CK BR     CONT NO      FA PROJ NOS BROS1500004 100
                         215   1911    296      00 N 9                  10 292 54CR       25 280 00CR
                         215   1911    298      00 N 9                  10 292 54         25 280 00
                         215   1911    901      00 P 1      3.88CR       1 140 02         14 946 86
                         215   1911    901      00 N 1                                       112 48
                         215   1911    905      00 P 1    112.88         4 384 43          4 384 43
                         215   1911    906      00 P 1                       8 10              8 10
                         215   1911    909      00 P 1      6.76CR       1 557 71          1 557 71
                         215   1911    910      00 P 1        69CR         153 38            993 15
                         215   1911    914      00 P 1        27            84 90            252 97
                         215   1911    913      00 P 1      3.33CR         757 52          1 615 14
                         215   1911    920      00 P 1                                        40 05
                         215   1911    922      00 P 1                      [illegible]         [illegible]
                         215   1911    926      00 P 1      4.06CR       1 253 15          4 750 51
                         215   1911    927      00 P 1     69 34CR      15 487 91         15 487 91
                         215   1911    932      00 P 1        07CR          15 83             15 83
                         215   1911    933      00 P 1                                    [illegible]
                         215   1911    936      00 P 1                                    [illegible]
                         215   1911    937      00 P 1      5 34CR       1 412 92          1 670 02
                         215   1911    950      00 P 1      2 81CR         622 51            952 92
                                       TOT      P1         16 87        26 391 50         46 [illegible]
                                       TOT      N1                                       112 48
                                    ** JOB TOTALS **       16.87  **    26 391.50  **     46 96[illegible] 56  **

 ELK CR:DODES CR RD:BRIDGE     CONT NO      FA PROJ NOS BROS1500005 100
                         215   1912    296      00 N 9                  14 [illegible] 94CR      14 [illegible]
                         215   1912    298      00 N 9                  14 [illegible] 94        14 [illegible]
                         215   1912    901      00 P 1     22 61CR       9 466 33          9 [illegible]
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                                JUNE 1985        PAGE 1[illegible]

     DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      FISCAL             GRAND TOTAL
                                                                                  YEAR TO DATE           TO DATE
                              203   2543     913     00 P 1          16.40        1,065.28          1,194.66
                              203   2543     930     00 P 1       1,063.22        4,002.38          4,906.19
                              203   2543     930     00 N 1                         503.36            503.36
                              203   2543     931     00 P 1                          39.50             39.50
                              203   2543     950     00 P 1          14.47CR      3,769.85          3,769.85
                                             TOT        P1        1,370.87      103,862.51        114,94[illegible]
                                             TOT        N1                          503.36            503.36
                                          ** JOB TOTALS **        1,370.87 **   104,365.87 **     115,450.39 **

 S FORK LITTLE BUTTE CR BR      CONT NO      FA PROJ NOS BROS1500004 100                                          STATE
                              215   2529     296     00 N 9         686.98CR        686.98CR          686.98CR
                              215   2529     298     00 N 9         686.98          686.98            686.98
                              215   2529     407     00 P 1          44.68          864.73            864.73
                              215   2529     930     00 P 1           5.94           18.33             18.33
                                             TOT        P1           50.62          883.06            883.06
                                          ** JOB TOTALS **           50.62 **       883.06 **         883.06 **

 MCLEOD LN-OR EL R R SEC        CONT NO     * FA PROJ NOS M   1830003 100                                         STATE
                              224   2522     296     00 N 9                       8,419.06CR      134,035.52CR
                              224   2522     297     00 N 9                       8,419.06          8,419.06
                              224   2522     298     00 N 9                                       125,616.46
                              224   2522     401     00 P 1                                        59,570.00
                              224   2522     403     00 P 1                                         1,195.00
                              224   2522     404     00 P 1                                         9,060.00
                              224   2522     405     00 P 1                                        44,150.00
                              224   2522     407     00 P 1                                        15,764.89
                              224   2522     412     00 P 1                                           794.90
                              224   2522     413     00 P 1                                             3.14
                              224   2522     414     00 P 1                                         1,830.34
                              224   2522     415     00 P 1                                            54.18
                              224   2522     420     00 P 1                                            63.15
                              224   2522     426     00 P 1                                         3,195.18
                              224   2522     430     00 P 1                                            56.50
                              224   2522     903     00 P 1                                         5,827.59
                              224   2522     915     00 P 1                                            96.[illegible]
                              224   2522     920     00 P 1                                            98.58
                              224   2522     930     00 P 1                                           694.92
                                             TOT        P1                                        142,454.59
                                          ** JOB TOTALS **                     **              **  142,454.59 **

 CHEMAWA RD-STARK ST            CONT NO      FA PROJ NOS M    1705006 100                                         STATE
                              224   2523     295     00 N 9                                         2,960.00
                              224   2523     296     00 N 9           7.03CR     10,480.04CR      960,148.81CR
                              224   2523     297     00 N 9                          390.21         35,669.25
                              224   2523     298     00 N 9           7.03        9,589.73        921,519.56
                              224   2523     401     00 P 1                          877.00        474,506.90
```

10,170'

10170

1-11-88

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE

FEDERAL AID PROJECT NO. BROS-1500(7)

PROGRAM APPROVED

VOUCHER PERIOD From: 11-26-85 To: 10-5-87

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	379,597.57	379,243.97	80%	303,395.18	303,395.18	0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By ______________________ *Authorized Officer* 1-11-88 *Date*

Asst. Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ______________________

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY ______________________

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SOUTH FORK LITTLE BUTTE CREEK BRIDGE SECTION COUNTY ROAD IN JACKSON COUNTY					
	Construction Type Code X081 Structure (Br. No. 16687) (Sta. 11+63 to Sta. 12+93)					
	Final Contract Payment Summary	Lump Sum			247,990.63	
	Type Code I000 Roadway (Sta. 7+11.63 to Sta. 11+63 to Sta. 12+93 to 17+39.81)					
	Final Contract Payment Summary	Lump Sum			85,789.61	
SFO	#2Permanent Striping	All Required			601.52	
SFO	#3Roadside seeding and mulching	All Required			308.10	
	TOTAL PARTICIPATING TYPE CODE I000				86,699.23	
	TOTAL PARTICIPATING CONSTRUCTION COST				334,689.86	
	Construction Engineering					
	State	All Required			41,676.55	
	Litigation Expense					
	State	All Required			2,489.80	
	Misc. Project Cost					
SFO#1	Provide EEO	All Required			387.76	
	TOTAL PARTICIPATING PROJECT COST				379,243.97	
	NonParticipating Project Cost					
	Final Contract Payment Summary	Lump Sum			100.00	✓
	Interest on Final Payments	All Required			68.66	✓
	Construction Engineering	All Required			184.94	✓
	TOTAL NONPARTICIPATING PROJECT COST				353.60	
	TOTAL PROJECT COST				379,597.57	
	Prepared based on Participating Cost as shown on the Federal Billing as of 1-7-88.					
	AMOUNT CARRIED FORWARD					

4-10-87 C184

OREGON ~~STATE~~ HIGHWAY DIVISION REQUEST FOR WARRANT

Payable to: Stuck Construction Co.
P.O. Box 730
Grants Pass, OR 97526

Project No.: BBOS-1500 (7)

Hwy. Agr. No.:

Contract No.: 10170

Project:

Estimate No.: 11 Final

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	500.00		500.00
	Interest on $500.00			
	from 2/12/87 to 4/16/87			
	64 days @ .247/day	15.80		15.80
	Interest on Est. 10 5,360.08 from			
	2/12/87 - 3/3/87 20 days @ 2.643/day	52.86		52.86
	Totals			
	Retained ___ %			
	Total Payments	568.66		568.66

Approved by:

Prepared by: Rosalyn C Weldham

CPS = 0

Common Data Elements

Doc. No. C10170

04 09 87
Month Day Year

Agency 02 Vendor #000096/369 Suf. 00 Ref. Doc./Suf. Check No.

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10170	011	8033					500.00	C10170		
02	223	✓	010	✓	349				68.66			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
            OREGON DEPARTMENT OF TRANSPORTATION                                     04/10/87
                   HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE          PAGE    1

: C10170        ESTIMATE NUMBER: 011        STACH CONSTRUCTION CO., INC.

        CONTRACT            LIQUIDATED            RETAINAGE        FORCE ACCOUNT           NETPAY
ER       PAYMENT              DAMAGE                                   AMOUNT

       330,717.03                0.00               500.00             3,163.21         333,380.24
       330,717.03                0.00               500.00             3,163.21         333,380.24

             0.00                0.00                 0.00                 0.00               0.00
        CONTRACT            LIQUIDATED            RETAINAGE        FORCE ACCOUNT           NETPAY
ER       PAYMENT              DAMAGE                                   AMOUNT


             0.00                0.00                 0.00                 0.00               0.00



-BUSEY -REGION 3

GE : STANDARD RETAINAGE

   :        500.00

D  :
```

BROS-1500(1)

```
                              OREGON DEPARTMENT OF TRANSPORTATION                                    04/10/87
                                        HIGHWAY DIVISION
FMCP010-1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE             PAGE    1

CONTRACT NUMBER: C10170        ESTIMATE NUMBER: 011        STACH CONSTRUCTION CO., INC.

                               CONTRACT            LIQUIDATED           RETAINAGE       FORCE ACCOUNT          NETPAY
NUMBER     NUMBER              PAYMENT               DAMAGE                                 AMOUNT

AMOUNT TO DATE:              330,717.03                0.00                500.00          3,163.21           333,3
PRIOR AMOUNT:                330,717.03                0.00                500.00          3,163.21           333,3

PRESENT AMOUNT:                    0.00                0.00                  0.00              0.00
EA-        SUB-                CONTRACT            LIQUIDATED           RETAINAGE       FORCE ACCOUNT          NETPAY
NUMBER     NUMBER              PAYMENT               DAMAGE                                 AMOUNT


           TOTAL                   0.00                0.00                  0.00              0.00



PROJECT MANAGER-BUSEY -REGION 3

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM          :         500.00

PERCENT RETAINED  :
```

BROS-15

CT PAYMENT VOUCHER

COUNTY JACKSON		CONTRACT NO. C10170	ESTIMATE NO. 11
HIGHWAY SOUTH FORK LITTLE BUTTE RD		FEDERAL AID PROJECT NO. BROS1500007	
SECTION SOUTH FORK LITTLE BUTTE CREEK BRIDGE			

A. 13,260.00
B. 3,740.00

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATION		LUMP SUM	17000.0000	100.000	17000.00	17000.00	
ARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	1000.0000	100.000	1000.00	A 1000.00	
RY SIGNS		SQ FT	6.0000	154.300	925.80	A 925.80	
ARY BARRICADES		EACH	70.0000	4.000	280.00	A 280.00	
ARY GUARD RAIL	TYPE 2A	LIN FT	10.0000	125.000	1250.00	A 1250.00	
ARY CONCRETE	BARRIERS	LIN FT	16.0000	75.000	1200.00	A 1200.00	A$ 6.00.00
S		HOUR	20.0000	120.000	2400.00	A 2400.00	B$ 600.00
NG AND GRUBBING		LUMP SUM	1200.0000	100.000	1200.00	1200.00	
OF STRUCTURES	AND OBSTRUCTION	LUMP SUM	200.0000	100.000	200.00	B 200.00	
EXCAVATION		CU YD	10.0000	81.860	818.60	B 818.60	
ENCH EXCAVATION		CU YD	6.0000	486.050	2928.30	A 2928.30	
MENT IN PLACE		CU YD	7.2000	2,317.550	16686.36	B 16686.36	
EXCAVATION		CU YD	8.0000	56.990	455.92	B 455.92	
NG		M-GAL	20.0000	75.900	1518.00	B 1518.00	
GGREGATE BASE		TON	9.4000	2,884.680	27115.99	B 27115.99	
C ASPHALT CONCRETE		TON	37.0000	563.220	20839.14	B 20839.14	
H CULVERT PIPE		LIN FT	14.0000	96.000	1344.00	B 1344.00	
H CULVERT PIPE		LIN FT	18.0000	76.000	1368.00	B 1368.00	
RAIL TYPE 2A		LIN FT	15.0000	250.000	3750.00	B 3750.00	
RAIL TYPE 3		LIN FT	28.0000	100.000	2800.00	A 2800.00	
RAIL ANCHORS TYPE 1		EACH	350.0000	4.000	1400.00	B 1400.00	
ND PIECES TYPE C		EACH	90.0000	4.000	360.00	B 360.00	
FENCE		LIN FT	3.6000	546.000	1965.60	B 1965.60	
GLE GATES		EACH	800.0000	2.000	1600.00	A 1600.00	
FOR ASPHALT	APPROACHES	EACH	150.0000	10.000	1500.00	B 1500.00	
RIPRAP CLASS 700		CU YD	26.0000	608.440	15819.44	A 15819.44	
BLANKET		CU YD	30.0000	98.740	2962.20	A 2962.20	
ATORS TYPE 2		EACH	22.0000	17.000	374.00	B 374.00	
ATORS TYPE 4		EACH	22.0000	7.000	154.00	154.00	
MAILBOX SUPPORTS		EACH	100.0000	1.000	100.00	100.00	
REMOVAL WORK		LUMP SUM	6500.0000	100.000	6500.00	A 6500.00	
PG. 01 C10170		TOTAL CONTRACT ITEMS			A		
					B 85,789.61		
		FORCE ACCOUNT			N. 100.00		

734-1020 (9-85)

CONTRACT PAYMENT VOUCHER

COUNTY JACKSON		CONTRACT NO. C10170	ESTIMATE NO. 11
HIGHWAY SOUTH FORK LITTLE BUTTE RD		FEDERAL AID PROJECT NO. BROS1500007	
SECTION SOUTH FORK LITTLE BUTTE CREEK BRIDGE			

A. 13,260.00
B. 3,740.00

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT
001	11 MOBILIZATION		LUMP SUM	17000.0000	100.000	17000.00		17000.00
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	1000.0000	100.000	1000.00	A	1000.00
003	11 TEMPORARY SIGNS		SQ FT	6.0000	154.300	925.80	A	925.80
004	11 TEMPORARY BARRICADES		EACH	70.0000	4.000	280.00	A	280.00
005	11 TEMPORARY GUARD RAIL	TYPE 2A	LIN FT	10.0000	125.000	1250.00	A	1250.00
006	11 TEMPORARY CONCRETE	BARRIERS	LIN FT	16.0000	75.000	1200.00	A	1200.00
07	11 FLAGGERS		HOUR	20.0000	120.000	2400.00	A	2400.00
08	11 CLEARING AND GRUBBING		LUMP SUM	1200.0000	100.000	1200.00		1200.00
009	11 REMOVAL OF STRUCTURES	AND OBSTRUCTION	LUMP SUM	200.0000	100.000	200.00	B	200.00
010	11 DITCH EXCAVATION		CU YD	10.0000	81.860	818.60	B	818.60
011	11 TOE TRENCH EXCAVATION		CU YD	6.0000	488.050	2928.30	A	2928.30
012	11 EMBANKMENT IN PLACE		CU YD	7.2000	2,317.550	16686.36	B	16686.36
013	11 TRENCH EXCAVATION		CU YD	8.0000	56.990	455.92	B	455.92
014	11 WATERING		M-GAL	20.0000	75.900	1518.00	B	1518.00
015	11 1"-0 AGGREGATE BASE		TON	9.4000	2,884.680	27115.99	B	27115.99
016	11 CLASS C ASPHALT CONCRETE		TON	37.0000	563.220	20839.14	B	20839.14
017	11 12-INCH CULVERT PIPE		LIN FT	14.0000	96.000	1344.00	B	1344.00
018	11 18-INCH CULVERT PIPE		LIN FT	18.0000	76.000	1368.00	B	1368.00
019	11 GUARD RAIL TYPE 2A		LIN FT	15.0000	250.000	3750.00	B	3750.00
020	11 GUARD RAIL TYPE 3		LIN FT	28.0000	100.000	2800.00	A	2800.00
021	11 GUARD RAIL ANCHORS TYPE 1		EACH	350.0000	4.000	1400.00	B	1400.00
022	11 RAIL END PIECES TYPE C		EACH	90.0000	4.000	360.00	B	360.00
023	11 TYPE 2 FENCE		LIN FT	3.6000	546.000	1965.60	B	1965.60
24	11 16' SINGLE GATES		EACH	800.0000	2.000	1600.00	B	1600.00
025	11 EXTRA FOR ASPHALT	APPROACHES	EACH	150.0000	10.000	1500.00	B	1500.00
027	11 LOOSE RIPRAP CLASS 700		CU YD	26.0000	608.440	15819.44	A	15819.44
028	11 FILTER BLANKET		CU YD	30.0000	98.740	2962.20	A	2962.20
029	11 DELINEATORS TYPE 2		EACH	22.0000	17.000	374.00	B	374.00
030	11 DELINEATORS TYPE 4		EACH	22.0000	7.000	154.00		154.00
031	10 SINGLE MAILBOX SUPPORTS		EACH	100.0000	1.000	100.00		100.00
032	11 BRIDGE REMOVAL WORK		LUMP SUM	6500.0000	100.000	6500.00	A	6500.00

DATE 04 10 87 PG. 01 C10170	TOTAL CONTRACT ITEMS	A	
		B 85,789.61	
	FORCE ACCOUNT	N. 100.00	
ENGINEER OR AUDITOR			

ACT PAYMENT VOUCHER

COUNTY		CONTRACT NO. C10170	ESTIMATE NO. 11
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
URE EXCAVATION		CU YD	12.0000	101.890	1222.68	A 1222.68	
H PILE DRIVING AND	DRILL EQUIPMENT	LUMP SUM	23000.0000	100.000	23000.00	A 23000.00	
TEEL PILES		EACH	400.0000	10.000	4000.00	A 4000.00	
URAL CONCRETE	CLASS 3300	LUMP SUM	25000.0000	100.000	25000.00	25000.00	
URAL CONCRETE	CLASS 4000	LUMP SUM	31350.0000	100.000	31350.00	31350.00	
RCEMENT		LUMP SUM	8000.0000	100.000	8000.00	A 8000.00	
REINFORCEMENT		LUMP SUM	10000.0000	100.000	10000.00	10000.00	
351 BT-72	PRESTRESSED BEAM	EACH	13350.0000	5.000	66750.00	66750.00	
BE STEEL RAILING		LIN FT	40.0000	258.000	10320.00	10320.00	
E AGREEMENT ITEMS							
TEEL PILING	DEL BI37	LIN FT	20.4520	250.000	5113.00	A 5113.00	
PILES DEL	BI33	LUMP SUM	8387.0000	100.000	8387.00	8387.00	
DRIVEWAY		LUMP SUM	385.0000	100.000	385.00	385.00	
EC CONCRETE		LUMP SUM	390.0000-	100.000	390.00-	A 390.00-	
LIABILITY	INSURANCE LIMIT	LUMP SUM	236.0000-	100.000	236.00-	236.00-	
E ACCOUNT ITEMS							
RS					2239.54	A 2239.54	
C & DITCH	WORK				923.67	923.67	

Type Code	"P" Construction Cost	"N" Construction Cost	Total Cost
X081	$ 247,990.63	$ 100.00	$330,880.24
I000	85,789.61		
	$ 333,780.24	$ 100.00	$ 330,880.24

PG. 02 C10170	TOTAL CONTRACT ITEMS	330717.03	330717.03
	FORCE ACCOUNT	3163.21	3163.21
		333,880.24	

734-1020 (9-85)

CONTRACT PAYMENT VOUCHER

COUNTY:
HIGHWAY:
SECTION:
CONTRACT NO. C10170
ESTIMATE NO. 11
FEDERAL AID PROJECT NO.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT
034	11 STRUCTURE EXCAVATION		CU YD	12.0000	101.890	1222.68	A	1222.68
036	11 FURNISH PILE DRIVING AND DRILL EQUIPMENT		LUMP SUM	23000.0000	100.000	23000.00	Δ	23000.00
038	11 DRIVE STEEL PILES		EACH	400.0000	10.000	4000.00	A	4000.00
040	11 STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	25000.0000	100.000	25000.00	A	25000.00
041	11 STRUCTURAL CONCRETE	CLASS 4000	LUMP SUM	31350.0000	100.000	31350.00		31350.00
042	11 REINFORCEMENT		LUMP SUM	8000.0000	100.000	8000.00		8000.00
043	11 COATED REINFORCEMENT		LUMP SUM	10000.0000	100.000	10000.00		10000.00
044	11 130'/135' BT-72	PRESTRESED BEA	EACH	13350.0000	5.000	66750.00		66750.00
045	11 TWO-TUBE STEEL RAILING		LIN FT	40.0000	258.000	10320.00		10320.00
	PRICE AGREEMENT ITEMS							
3001A	11 FURN STEEL PILING	DEL BI37	LIN FT	20.4520	250.000	5113.00	A	5113.00
3002A	11 SHEET PILES DEL	BI33	LUMP SUM	8387.0000	100.000	8387.00		8387.00
3003	11 CONST DRIVEWAY		LUMP SUM	385.0000	100.000	385.00	A	385.00
3004	11 NON-SPEC CONCRETE		LUMP SUM	390.0000-	100.000	390.00-		390.00-
3005	11 REDUCE LIABILITY	INSURANCE LIMI	LUMP SUM	236.0000-	100.000	236.00-		236.00-
	FORCE ACCOUNT ITEMS							
801	11 FLAGGERS					2239.54	A	2239.54
802	11 SUB-EXC & DITCH	WORK				923.67		923.67

Type Code	"P" Construction Cost	"N" Construction Cost	Total Cost
X081	$ 247,990.63	$ 100.00	$ 330,880.24
I000	85,789.61		
	$ 333,780.24	$ 100.00	$ 330,880.24

DATE 04 10 87 PG. 02 C10170	TOTAL CONTRACT ITEMS	330717.03	330717.03
	FORCE ACCOUNT	3163.21	3163.21
ENGINEER OR AUDITOR		333,880.24	

```
                   JOB COST SUMMARY RUN ON  01-17-89
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 01/14/89
                      FOR EXPENDITURE ACCOUNT C10170

                                    CREW     CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL      NUMBER     MONTH          DATE
--       -------- ----------      ------     --------     ----------
C10170    010        001          0813                       261.93
C10170    010        001          0821                       159.71
C10170    010        130          8066                        18.54
ACTIVITY    010                                                         440.18 SUBTOTAL

C10170    020        001          3015                       420.52
C10170    020        001          8066                     2,041.15
C10170    020        550          8066                        72.00
ACTIVITY    020                                                       2,533.67 SUBTOTAL

C10170    030        001          8066                       183.37
ACTIVITY    030                                                         183.37 SUBTOTAL

C10170    040        001          8066                       387.76
ACTIVITY    040                                                         387.76 SUBTOTAL

C10170    199        001          3046                       267.22
C10170    199        001          3337                        82.80
C10170    199        430          3300                        40.20
C10170    199        432          3300                        37.00
C10170    199        432          3337                       137.60
C10170    199        440          3046                       190.30
C10170    199        550          3046                       144.00
C10170    199        550          3337                        10.50
ACTIVITY    199                                                         909.62 SUBTOTAL

C10170    286        001          0812                       811.88
C10170    286        001          7450                       100.55
C10170    286        001          7460                       285.42
C10170    286        001          8066                       603.28
C10170    286        030          8066                       141.98  104.76
C10170    286        032          8066                        94.57
C10170    286        100          0812                         4.25
C10170    286        134          8066                        63.28
C10170    286        502          0812                       440.00
C10170    286        504          0812                        15.12
C10170    286        504          7430                        34.23
C10170    286        549          8066                        58.23  105.23       50 Subjob
C10170    286        550          8066                        47.00
ACTIVITY    286                                                       2,699.79 SUBTOTAL

C10170    899        100          8066                        30.50
C10170    899        136          0500                         7.12

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     2

                    JOB COST SUMMARY RUN ON  01-17-89
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 01/14/89
                     FOR EXPENDITURE ACCOUNT C10170

                                      CREW         CURRENT       BALANCE TO
EA          ACTIVITY OBJ-DETAIL NUMBER          MONTH           DATE
--          -------- ---------- ------         -------       ----------
C10170      899      146        8033                               26.72
C10170      899      146        8066                              337.64
C10170      899      150        8066                               49.28
C10170      899      151        8066                              175.34  Now
C10170      899      192        8033                               50.98
C10170      899      194        7400                               33.29
C10170      899      199        0530                              288.64
C10170      899      199        7400                              200.19
C10170      899      199        8066                              115.18
C10170      899      300        8066                          333,880.24     -100
C10170      899      302        R                                [illegible]
C10170      899      349        8033                               68.66  OK
C10170      899      504        8066                               59.84
C10170      899      550        3000                               10.00
C10170      899      550        8213                               97.55
C10170      899      550        8215                              116.20
C10170      899      553        0530                                3.78
C10170      899      555        0521                               46.38
C10170      899      555        0531                                5.27
C10170      899      598        0523
C10170      899      598        7420
C10170      899      598        8066
ACTIVITY    899                                                         335,602.80 SUBTOTAL

C10170      900      001        3011                               45.78
C10170      900      001        3015                              502.27
C10170      900      001        4000                              155.77
C10170      900      001        8007                               74.06
C10170      900      001        8066                           23,695.43
C10170      900      008        8066                              113.63
C10170      900      030        3015                               25.73
C10170      900      030        8066                            2,732.02
C10170      900      032        8066                              604.76
C10170      900      130        8066                              242.73
C10170      900      131        8066                                9.60  Mon
C10170      900      134        3000                                9.13
C10170      900      134        8066                               61.32
C10170      900      146        8066                               23.73
C10170      900      150        8066                               13.06
C10170      900      424        8033                              117.30
C10170      900      470        8066                              237.53
C10170      900      550        3000                               36.20
C10170      900      550        3011                               13.50

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                  JOB COST SUMMARY RUN ON  01-17-89
            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 01/14/89
                   FOR EXPENDITURE ACCOUNT C10170

                                      CREW       CURRENT       BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER      MONTH           DATE
--        -------- ---------- ------     -------       ----------
C10170    900      550        8066                       1,794.71
ACTIVITY    900                                                       30,508.26 SUBTOTAL

C10170    901      001        7420                          67.67
C10170    901      001        7430                       1,378.69
C10170    901      001        7460                          24.44
C10170    901      267        7000                          50.00
C10170    901      504        7430                         278.60
ACTIVITY    901                                                        1,799.40 SUBTOTAL

C10170    903      030        7420                         169.18
ACTIVITY    903                                                          169.18 SUBTOTAL

C10170    905      001        7000                          10.55
ACTIVITY    905                                                           10.55 SUBTOTAL

C10170    914      001        7700                          28.70
ACTIVITY    914                                                           28.70 SUBTOTAL

C10170    920      001        0612                          37.06
C10170    920      001        0631                          40.22
ACTIVITY    920                                                           77.28 SUBTOTAL

C10170    927      030        7420                         138.97
ACTIVITY    927                                                          138.97 SUBTOTAL012

C10170    940      001        8213                         523.08
C10170    940      001        8215                         398.84
C10170    940      001        8221                         110.33
C10170    940      008        8006                         126.01
C10170    940      030        8213                          32.22
C10170    940      551        3015                         732.00
C10170    940      551        8066                       1,258.00
C10170    940      551        8200                          78.00
C10170    940      551        8213                         619.00
C10170    940      551        8215                         430.00
ACTIVITY    940                                                        4,307.48 SUBTOTAL

C10170    964      001        7000                          10.55
ACTIVITY    964                                                           10.55 SUBTOTAL

EA         C10170 TOTAL                                            379,807.56

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

Closed: 12-24-87
per Jim VanWyhe (xl)

DEPARTMENT OF JUSTICE

Interoffice Memo

DATE: January 11, 1988

TO: John McCulloch, Jr.
Chief Trial Counsel

FROM: William F. Cloran
Assistant Attorney General

SUBJECT: Stach v. State of Oregon
Marion County Civil No. 87C-11078
Our File No. 734-980-L-9086

CLOSING REPORT

1. Procedural Status of the Case. The captioned case was filed in Marion County Circuit Court on June 2, 1987. Plaintiff was Henry G. Stach, sometimes doing business as Stach Construction Company. Defendant was State of Oregon, acting by and through its Transportation Commission, Department of Transportation. The complaint contained a single cause of action for breach of contract, and requested damages in the amount of $18,243 plus interest at the appropriate rate under ORS 279.525(4). The State answered on June 23, with a general denial coupled with affirmative defenses of notice and engineer's decision. A motion for summary judgment was filed by Plaintiff on September 30, 1987 with a memorandum filed by the State in reply on October 8, 1987. The State noticed and deposed Mr. Wayne DeWitt, principal of Stach's subcontractor, DeWitt Construction Co., Inc. The matter was set for trial on November 16, 1987, but has been resolved through a stipulated judgment of dismissal with prejudice and without cost to any party.

2. Description of Facts Giving Rise to the Complaint. On or about January 16, 1986, the Oregon State Highway Division entered into Contract No. 10170 with Stach Construction Co., Inc. The purpose of the contract was erection of a bridge to replace an existing structure on Little Butte Creek in Jackson County, Oregon. Stach Construction Co. subcontracted with DeWitt Construction Co., owned by Wayne DeWitt, to prebore holes for pilings. A sheet of the plan showed the result of the State's boring logs in the area. Upon mobilization of equipment and commencement of drilling, DeWitt claimed to have

encountered gravels, cobbles and boulders not shown on the plans which delayed the work and increased its cost. It was the State's position that examination of the site and correct interpretation of the borings would show the likely presence of gravels, cobbles and boulders, and that incorrect equipment was initially mobilized to deal with site conditions.

3. Legal Issues in Dispute. The legal issue in dispute is whether or not the display of the borings on Defendant's drawings represented that the site conditions alleged by DeWitt existed in lieu of those that were encountered as shown as the drawing as a set of symbols describing conditions likely to be encountered as gravels, cobbles and boulders. A note to the side of the boring log described the material as sandy gravel and roadway fill. It was the interpretation of the State that these were to be read together, giving effect to all parts of the contract. *Northwest Pacific Indemnity Company v. Junction City Water Control District*, 295 Or. 553, 558, 660 P.2d 1206 (1983), *modified* 296 Or. 365 (1984); *United States National Bank of Oregon v. Caldwell*, 64 App. 639, 643, 655 P.2d 180 (1982), *review denied* ___ Or. 536. It was the State's contention that the combination of the words, graphic display and legend lead one to believe that there were gravels, cobbles and boulders present.

Further, the State contended that Stach was under an obligation to examine the worksite under Standard Specifications for Highway Construction, 1984, ¶10205, which it did not do. Plaintiff's failure to abide by bid conditions was therefore deemed to be the cause of most of its difficulties.

4. Resolution of Disputes/Lessons Learned. Following the deposition of Mr. Wayne DeWitt, Plaintiff inquired as to whether or not there was any basis for settlement. DeWitt is a frequent litigator. After consultation with the Highway Division, Plaintiff was informed that the State intended to take the matter to trial on the 16th, and saw nothing to be gained through settlement. We felt that the trial process would discourage DeWitt from making further unsubstantiated claims and that the State would prevail. The cost of trial was in this instance deemed to be worth incurring to obtain an adjudicated victory. Approximately one week after that was communicated to Plaintiff, Plaintiff contacted us through its attorney, Dan Seifer, and announced that it was voluntarily entering a dismissal with prejudice. This matter has now been

concluded. It is difficult to discern anything that the State could have done to avoid suit. The project managers handled the matter well, the file was adequately documented, there were no lessons learned in that regard.

5. Conclusion. Plaintiff's voluntary dismissal makes an end to the matter, albeit a somewhat frustrating one. There was a real purpose to be served by bringing this matter to trial which is not served as completely through the vehicle of a voluntary dismissal.

WFC/rae
4696T

cc: Dave Frohnmayer
William F. Gary
Kendall M. Barnes
O. Bryant Jackmond
Nita Leierer

10,170

10·14·87

Certified a true and correct copy of the original.

CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO., Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division, Defendant.	No. 87C-11078 PLAINTIFF'S REQUEST FOR PRODUCTION

TO: The State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division, and its attorney, Dave Frohnmayer, Attorney General, State of Oregon:

Pursuant to ORCP 43, Plaintiff Henry G. Stach (hereinafter "Stach") requests that you produce and permit Stach, its agents, representatives and its attorneys to inspect and copy the following documents on November 2, 1987, at 10:30 a.m., in the offices of Seifer, Yeats, Whitney and Mills, Suite 1516, 900 S.W. Fifth Avenue, Portland, Oregon 97204, or at such earlier time as may be agreed upon among counsel:

INSTRUCTIONS

These requests are continuing in nature, and the parties are requested to promptly provide any of the requested documents which are discovered or identified at any time after the initial production of documents.

\ \ \ \

DEFINITIONS

1. "State" means The State of oregon, its Transportation Commission, Department of Transportation, Highway Division, any other relevant divisions or departments thereof, and employees, representatives, and agents of the State of Oregon.

2. "Stach" means Henry G. Stach, doing business as Stach Construction Co., and its employees, agents, representatives, and subcontractors.

3. "Documents" means, without limitation, whether printed, written or reproduced by any mechanical or electrical process, or written or produced by hand: agreements, contracts, communications, correspondence, telegraphically exchanged messages, telegrams, summaries or records of telephone or personal conversations, meetings or interviews, diaries, graphs, reports, notebooks, photographs, plans, summaries, or other records of meetings or conferences, summaries or reports of investigations or of negotiations opinions or reports of consultants, financial statements, ledgers, journals, invoices, delivery tickets, statements, billings, purchase orders, or computerized printouts of any of the foregoing, or any other documents within the scope of ORCP 43.

4. "The project" means Oregon State Highway Division Contract No. 10,170, grading, paving and structure, South Fork Little Butte Creek Bridge, Jackson County, Oregon.

\ \ \ \

\ \ \ \

SPECIFIC REQUESTS FOR PRODUCTION OF DOCUMENTS

1. All soils information, narratives, reports, logs, borings, cores, samples, profiles, contours or other information or documents concerning the project, the materials to be encountered on the project, the subsurface of the project or the geology of the project area.

2. All documents regarding and reflecting the design of the foundation of the structure constructed as part of the project.

3. All daily progress reports, weekly reports, monthly diaries and/or phone logs maintained by or furnished to the State's Project Manager, Assistant Project Manager and/or Inspectors, during the period of January through April, 1987, and which relate to the construction of the project.

SEIFER, YEATS, WHITNEY & MILLS

By______________________________
Rodney R. Mills, OSB No. 82,340
Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing PLAINTIFF'S REQUEST FOR PRODUCTION on the attorney listed below on the 16th day of October, 1987, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, to-wit:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

and deposited in the post office at Portland, Oregon, on same day.

Dated this 16th day of October, 1987.

SEIFER, YEATS, WHITNEY & MILLS

Rodney R. Mills, OSB No. 82,340
Attorneys for Plaintiff

RECEIVED
OCT 20 1987
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

RECEIVED
OCT 19 1987
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

10,170

CIRCUIT COURT OF OREGON

MARION COUNTY

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO., Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division, Defendant.	No. 87C-11078 MOTION TO EXCLUDE WITNESSES UNLESS ACTUALLY TESTIFYING

Comes now defendant and moves pursuant to ORE 615 to exclude witnesses unless actually testifying.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

POINTS AND AUTHORITIES

ORS 40.385.

ORDER

So ORDERED this _____ day of _______________, 1987.

____
CIRCUIT COURT JUDGE

CERTIFICATE OF SERVICE

I hereby certify that on the 13th day of October, 1987, I served a true copy of the within Motion to Exclude Witnesses Unless Testifying which is well founded in law upon plaintiff's attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Daniel J. Seifer
SEIFER, YEATS, WHITNEY & MILLS
Attorneys at Law
900 S.W. Fifth Avenue, Suite 1516
Portland, Oregon 97204

William F. Cloran

WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

3563T/bw

16,170 10-13-87

CIRCUIT COURT OF OREGON

MARION COUNTY

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO.,

Plaintiff,

v.

STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division,

Defendant.

No. 87C-11078

DEFENDANT'S DEMAND FOR A JURY TRIAL

Defendant hereby demands trial by jury in the captioned matter.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

3565T/bw

CERTIFICATE OF SERVICE

I hereby certify that on the ~~8th~~ 13TH day of October, 1987, I served a true copy of the within Defendant's Demand for Jury Trial which is well founded in law upon plaintiff's attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Daniel J. Seifer
SEIFER, YEATS, WHITNEY & MILLS
Attorneys at Law
900 S.W. Fifth Avenue, Suite 1516
Portland, Oregon 97204

William F. Cloran
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

3565T/bw

CIRCUIT COURT OF OREGON

MARION COUNTY

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO.,

Plaintiff,

v.

STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division,

Defendant.

No. 87C-11078

MEMORANDUM IN OPPOSITION TO PLAINTIFF'S MOTION FOR SUMMARY JUDGMENT

1.
STATEMENT OF THE CASE

Plaintiff has filed a motion for partial summary judgment pursuant to ORCP Rule 47. The motion is unaccompanied by any affidavit or exhibit. The motion purports to challenge the defendant's Second Affirmative Defense on the basis that the pleadings in the case admit no possibility of a fact situation falling within the purview of the contract clauses referred to in the Second Affirmative Defense. The burden of demonstrating the absence of such a possibility rests with the moving party. Seeborg v. General Motors Corp., 284 Or 695, 588 P2d 1100 (1978). The movant must produce evidence sufficient to justify a verdict. Ensley v. Fitzwater, 59 Or App 411, 651 P2d 734, rev'd on other grounds 293 Or 158 (1982). The evidence must be such that all reasonable-minded persons must come to the same conclusion when faced with it. Coffey v. Hilands, 42 Or App

193, 600 P2d 466 (1979). Plaintiff's submission falls far short of meeting such a standard, so far short that one questions if the motion is made in good faith.

2.
EXAMINATION OF THE PLEADINGS AND SUPPORTING AFFIDAVITS

Defendant's Second Affirmative Defense sets out at paragraphs 6 to 8 of its answer allegations that the contract contained clauses which provided that defendant's engineer would decide all questions that arose concerning the interpretation of plans and specifications, as to acceptable fulfillment of the contract, and as to the quantity, quality and acceptability of the work. The defense further pled that in the event of changes or alterations to the contract plans or the character of the work, defendant's engineer shall make an allowance for or against the contractor in such amount as the engineer determines to be fair and reasonable. Plaintiff filed no reply to the affirmative defense and supplied no affidavit to show that the contract does not contain clauses having such language. For the purpose of the motion, it must be assumed that the contract contains clauses having the scope subject matter averred by defendant. State ex rel Redden v. Willamette Recreation, Inc., 54 Or App 156, 634 P2d 286 (1981). The question then becomes, given the facts, do the clauses apply? But what facts has the plaintiff supplied which are uncontroverted?

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Stach
v. State of OR-ODOT
Case No. 87C-11078
Our File No.

Memorandum In Opposition to Plaintiff's Motion for Summary Judgment
(Title of Document)

☐ Signed ______, 19__
☒ Filed 10-8, 1987
By Judge ______

(Clerk's Sig.)

SP*[illegible]-137

SALEM OREG.

U.S. POSTAGE

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

RECEIVED
OCT 12 1987
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

ATTN: Cloran

By its answer, defendant has judicially admitted that it determined to construct a bridge on the South Fork of Little Butte Creek and had plans and specifications prepared for that purpose. From the pleadings, this alone may be taken as undisputed fact, nothing more. The record is insufficient to establish the absence of facts that would allow the clauses to come into play. An examination of plaintiff's complaint at paragraphs 4, 5, 7, and 8, coupled with defendant's denials, shows that proper interpretation of the plans and specifications is indeed at issue and is a material fact. Defendant contends that properly interpreted specifications clearly show the existence or likely existence of the materials actually encountered by drillers at bent 2 of the new bridge and that the unit cost of work did not increase over what the contract called for. The receipt of evidence by the court will be necessary to determine whether or not an interpretation of the plans and specifications made by the engineer is binding and whether the engineer's refusal of the claim for additional payment was based upon his decision that the contract price was fair compensation for the work. The cases cited by plaintiff do not hold to the contrary.

3.

EXAMINATION OF PLAINTIFF'S AUTHORITIES

One of the principal questions for resolution in the case at bar is whether or not the plans and specifications show the existence of particular conditions at the site of work, and if so, whether the conditions encountered were shown. The alleged representation is not before the court, plaintiff having failed to submit evidence of what it was. Defendant denies any representation. If Drawing no. 40466 is taken as the representation of conditions, the question being considered is an interpretation of the plans.

Standard Specification 105.01 places interpretation of the plans squarely within the engineer's authority:

> "The Engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; all questions that may arise as to the interpretation of the plans and specifications; and as to the acceptable fulfillment of the contract on the part of the Contractor. The Engineer's estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract." (Emphasis added.)

The case of Highway Commission v. R. A. Heintz Constr., 245 Or 530, 423 P2d 175 (1967), cited by plaintiff, held:

> "This court has held, consistent with other jurisdictions, that if the engineer's decision falls within the purview of the provision just above quoted, it is final and can only be set aside by proof of fraud or gross mistake. Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931); Baker v. Multnomah County, 118 Or 143, 246 P 352 (1926); Annotation, 110 ALR 137, 143 (1937). We find, however, that the controversy here is not governed by this provision." 245 Or at 541.

///

///

///

The particular controversy in the case cited above was described by the court as follows:

> "The resident engineer testified that after the work commenced, he determined by visual observation that in the seven rock cuts and in one other area the native material, rock, had suitable bearing capacity to hold the finish course and the subsequent traffic. Therefore, he testified he verbally instructed the contractor not to excavate below subgrade in those areas and not to place selected subgrade materials. Commission witnesses testified that these areas were restaked to indicate that the contractor should only excavate to subgrade, and not 18 inches lower. Contrary to the provisions of the contract, this alleged change in the work to be performed was not by written order. * * * *
>
> "The defendants' witnesses testified that the areas had not been restaked and no instructions had been received to grade only to subgrade and not 18 inches lower. Defendants' foreman testified he asked the Commission's engineer if he had to excavate certain rock 18 inches below subgrade. He stated that the engineer said it all had to be excavated, otherwise with some subgrade solid and others filled it would settle unevenly and result in bumps in the pavement. The defendants' witnesses testified that the contractor did excavate to 18 inches below subgrade and placed selected subgrade materials in these areas." 245 Or at 534-535 (emphasis added).

Clearly a dispute of fact as to what was said was for the trier of fact and not for decision by the engineer. The court so held saying:

> "As stated, one of the controversies is whether the engineer changed the work required in the original plan by deleting certain subgrade excavation. This is not an issue encompassed by the above-quoted provision. This is not a question of 'quality, quantity, and acceptability of materials furnished and

> work performed,' or does not involve 'the manner and rate of progress,' or 'interpretation of plans and specifications; and the amounts and classifications of the several kinds of work and materials.'
>
> "The reason behind such provisions lends further support to our holding. In Mayer v. East Side Logging Co., 130 Or 341, 354-355, 278 P 957, 280 P 343 (1928), the court stated:
>
> > '" * * * Provisions of the kind now before us, we are told in the case last cited, had their origin in contracts for the building of important and extensive government works and were designed to avoid harassing litigation over questions that could only be determined efficiently by those possessed of scientific knowledge. * * *'
>
> "The question in this instance of determining whether or not the engineer changed the work does not depend upon scientific or technical observation or knowledge, but upon a determination of the credibility of the witnesses. The Commission's witnesses say the work was changed and the joint venturers' witnesses say it was not." 245 Or at 541-542 (emphasis added).

In the case at bar, interpretation of the plans and classification of material does demand scientific and technical expertise but there is likely to be little dispute as to what was actually shown on Drawing 40466. Contrary to plaintiff's assertion at pages 2 and 3 of its motion, the Highway Commission v. R. A. Heintz Construction case, supra, stands for the proposition that the court must decide from the facts placed in evidence before it whether clauses similar to 105.01 apply. The language of the case makes it plain that when there is a dispute as to what was said, that is a matter for the court. When the alleged representation is based upon a technical question in the plans, interpretation is for the engineer.

Plaintiff's analysis of the case of A. H. Barbour and Sons, Inc. v. State Highway Commission, 248 Or 247, 433 P2d 817 (1967), is similarly flawed. As in the preceding case, Barbour stands for the proposition that the court must apply the law to a particular set of facts put forward by evidence to decide upon application of the clause. In the Barbour case, plaintiff contracted to paint the Yaquina Bay Bridge. The specifications for cleaning the bridge not only described what work was to be done but also described how it was to be done. 248 Or at 249-250. Rust incrustations so heavy that they could not be removed using the prescribed method were encountered and "extra work" orders were issued which recognized extra costs incurred using a different method. 248 Or at 250-251. Defendant paid the amount of the agreed maximum for the extra work orders but refused to pay more. Plaintiff claimed that the rust exceeded what was anticipated when the maximum was set. Defendant agreed that the rust conditions encountered were unanticipated. 248 Or at 254. The court in considering the case framed the issue this way:

> "From all the evidence the conclusion may be fairly deduced that failure of the plaintiff to discover the excessive rust was due, not to a careless or inadequate examination, but to an unusual condition, the existence of which the contractor had no reason to suspect and the state had failed to discover.

> "It is not enough to argue that the contractor agreed to remove 'all rust' (the emphasis is the defendant's) and, therefore, that the risk of loss due to the existence of a greater amount of rust than either party anticipated was upon the contractor, as under different circumstances might be the case. See Restatement, Contracts § 467. For the contract does not require the contractor to remove all rust--period, but to remove it by a specific method, namely, commercial sandblasting. Commercial sandblasting is less costly than what is known as white metal blast (which eventually plaintiff was required to use). It may be assumed that in preparing its bid plaintiff took this factor into consideration. Mr. Archibald H. Barbour, Jr., head of the plaintiff corporation, who prepared the bid for his company, testified that a specification of commercial sandblast indicates a light rust to be removed; if there is heavy rust a white metal blast should be specified; and if there are heavy rust incrustations that cannot be removed economically by sandblasting methods hand chipping should be specified." 248 Or at 257.

Given this background of undisputed fact, the appellate court went on to find that the defendant actually ordered a change in the method of work and was obligated to pay for it. It found that provision 1.5.1 was inapplicable because it did not cover the question of risk for unanticipated conditions. Concerning this, the court said:

> "Defendant urges that the engineer's decision rejecting plaintiff's claim is conclusive under Article 1.5.1 of the Standard Specifications, which reads:
>
> > "'To prevent misunderstandings, disputes and litigation, it is expressly understood by all of the parties to the contract, including the surety, that the engineer shall, in all cases, determine nay and all questions which may arise

> concerning the quality, quantity, and acceptability of materials furnished and work performed; the manner and rate of progress of the performance of all work; the interpretation of plans and specifications; and the amounts and classifications of the several kinds of work and materials; and his estimates and decisions in these matters shall be final, binding, and conclusive upon all parties to the contract.
>
> "'* * * * * '
>
> "The decision by the engineer of a question included in such a provision of the contract will conclusively bind the parties unless there is proof of fraud or gross mistake: Highway Commission v. Heintz Construction Co., 245 Or 530, 423 P2d 175. But here, as in the Heintz case, the decision of the engineer was upon a question not within the purview of the article. The engineer rejected the plaintiff's claim that it was entitled to additional compensation for work done pursuant to an alternation in the details of construction made by the defendant. Article 1.5.1 does not cover such a question." 248 Or at 262.

We agree. The operative clause in the current contract concerning the handling of claims for extra compensation is 109.04 which says:

> "Unless changes and alterations in the plans, or quantities, or details of construction materially change the character of the work to be performed or the unit costs thereof, the Contractor shall accept as payment in full, so far as contract items are concerned, payment at the same unit prices as are provided under the contract for the accepted quantities of work done. * * * *
>
> "If, however, the character of the work or the unit costs thereof are materially changed, pursuant to subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance may be made, either for or

> *against the Contractor, in such amount as the Engineer may determine to be fair and equitable for the actual cost of the work so changed.*" (Emphasis added.)

The court in *Barbour* found the predecessor provision of 109.04 to be applicable rather than 105.01; we concur. In the case at bar the pleadings permit an inference that plaintiff's claim was considered under 109.04 with a decision that fair and reasonable compensation was that granted under the contract.[1]

Contrary to plaintiff's assertion, the *Barbour* case, *supra*, does not stand for the proposition that contract provisions giving the engineer the right to decide certain matters cannot be binding and thereby be a defense to a breach of contract or a breach of warranty claim. Like *Highway Comm. v. Heintz Construction Co.*, *supra*, the *Barbour* case stands for the proposition that both the facts and the contract language must be examined closely to determine whether based upon the facts presented the situation is within that range of things embraced by the clause. Neither of the cases plaintiff cites involved the resolution of technical questions concerning the meaning of the plans and specifications. As the affidavit of Ron Busey attached demonstrates, this case centers on such an interpretation. Plaintiff's claimed reliance on the cases is misplaced. A material question of fact remains as to whether the clauses are applicable and whether they may be properly applied to prevent recovery by plaintiff.

---

[1] Since the *Barbour* case, *supra*, 109.05 has been changed to require notice of claim under 109.04.

4.
SUMMARY

In conclusion, plaintiff has failed to bring forward any evidence by affidavit or otherwise upon which the court may base a judgment. The pleadings submitted by plaintiff are sketchy and permit a multitude of fact situations to arise which allow the engineer's decision to operate as a defense. Defendant's answer places all material facts in dispute. Plaintiff's cases do not stand for the propositions for which plaintiff cites them. On the contrary, both cases recognize an engineer's decision defense if the facts are proper. Plaintiff has failed to meet its burden for summary judgment under ORCP Rule 47.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

for Kendall M. Barnes
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

3298T/jep

CIRCUIT COURT OF OREGON

MARION COUNTY

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO., Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division, Defendant.	)	No. 87C-11078 AFFIDAVIT OF RONALD BUSEY

STATE OF OREGON)
) ss
County of Marion)

The affiant being duly sworn deposes and says:

I am Ronald Busey. I am an employe of the Oregon State Highway Division. I was Project Manager on Oregon State Highway Division Contract No. 10,170, Grading, Paving and Structure South Fork Little Butte Creek Bridge, Jackson County, Oregon. I make this affidavit of my own knowledge.

As Project Manager, I was familiar with the contract terms. They included the following provisions from the Standard Specifications for Highway Construction - Oregon 1984:

> "**Subsection 105.01 Authority of the Engineer** - The Engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; all questions that may arise as to the interpretation of the plans and

> specifications; and as to the acceptable fulfillment of the contract on the part of the Contractor. The Engineer's estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract.
>
> "All work to be done under the contract will not be considered completed until it has passed final inspection by the Engineer and is accepted by the Commission. The authority of the Engineer is such that the Contractor shall at all times carry out and fulfill the instructions and directions of the Engineer insofar as they concern the work to be done under the contract.
>
> "The Engineer has the authority to suspend the work as set forth in Section 108, particularly subsection 108.07.
>
> "Interim approval of the work by the Engineer during progress of the work signifies favorable opinion and qualified consent; it does not carry with it certification, nor assurance of completeness nor assurance of quality nor assurance of accuracy concerning details, dimensions and quantities. Such approval will not relieve the Contractor from responsibility or errors, for improper fabrication, for nonconformance to requirements, or for deficiencies within his control."
>
> "**109.04 Compensation for Changes and Alteration of Plans or Character of Work -** Unless changes and alterations in the plans, or quantities, or details of construction materially change the character of the work to be performed or the unit costs thereof, the Contractor shall accept as payment in full, so far as contract items are concerned, payment at the same unit prices as are provided under the contract for the accepted quantities of work done. If the work involved is measured and bid on a lump sum basis and the estimated quantities of the work to be performed are given in the special provisions, the adjustment of the lump sum for the increases or decreases shall be as specifically set forth in the applicable section of the covering standard

> specifications, and if not there given it will be based on a theoretical unit price determined by dividing the Contractor's lump sum contract amount by the estimated quantity of the item as listed in the special provisions for the actual cost of the work so changed.
>
> "If, however, the character of the work or the unit costs thereof are materially changed, pursuant to subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance may be made, either for or against the Contractor, in such amount as the Engineer may determine to be fair and equitable for the actual cost of the work so changed."

The plans also contained a plan sheet No. 40446, copy of which is attached as Exhibit 1.

The specifications allowed the contractor to prebore holes H piles to elevation 65 or drill holes for poured-in-place concrete piles. Plan alternate A, the H piles, did not require the holes to be cleaned out. The legend of drawing No. 40446 indicated that gravels, cobbles, boulders and sand were encountered when foundation cores were drilled.

The contractor for reasons of its own decided not to use either H piles or concrete piles but to redesign the bridge foundation to use tubular steel piles. In connection with its design, it decided to clean and case the pile holes. The drilling contractor had trouble with this which it blamed on the presence of "boulders." A boulder is a rock 12 inches or larger. Four inch core drills such as are used for foundation

///

samples do not bring up boulders, so drill logs do not show them, but the plans did indicate they were there.

The claim submitted by the contractor is attached as Exhibit 3. It says nothing about "changes" to the work. Mr. Stach who wrote the letter is wrong. The borings displayed do show boulders as I pointed out in my February 28, 1986 letter to him, a copy of which is attached as Exhibit 2. I denied the claim on that basis. See Exhibit 4, and my denial as delegee of the Engineer has been sustained by the Region Engineer and the Claims Board. The contractor did not read the drawing to see what any competent and prudent person with the technical skill to do this kind of specialized work ought to see. Then he caused his own troubles by trying to pull out the boulders and clean out the holes when the specifications did not require him to do so.

The affiant says no more.

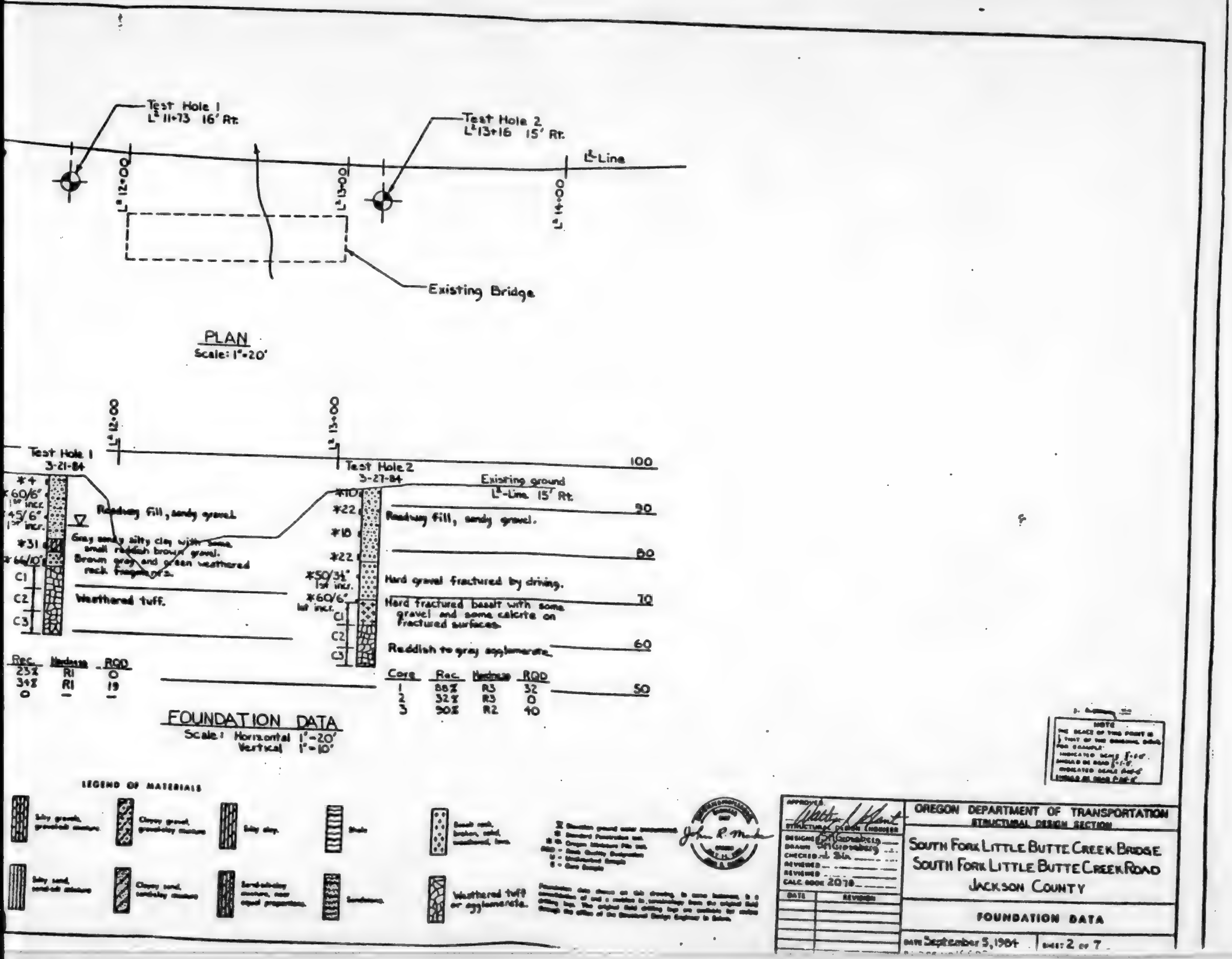
Ronald Busey
RONALD BUSEY

SUBSCRIBED AND SWORN to before me this 6th day of October, 1987.

Frances A. Lushenko
Notary Public for Oregon
My Commission Expires: 11-30-87

3304T/jep

EXHIBIT 1
-AFFIDAVIT OF RONALD BUSEY


Test Hole 1
L 11+73 16' Rt.
Test Hole 2
L 13+16 15' Rt.
L 12+00
L 13+00
L 14+00
L-Line
Existing Bridge
PLAN
Scale: 1"=20'
L 12+00
L 13+00
Test Hole 1
3-21-84
*4
*60/6"
1st incr.
*45/6"
1st incr.
*31
*66/10"
C1
C2
C3
Roadway fill, sandy gravel.
Gray sandy silty clay with some small reddish brown gravel.
Brown gray and green weathered rock fragments.
Weathered tuff.
Test Hole 2
3-27-84
Existing ground
L-Line 15' Rt.
*10
*22
*18
*22
*50/3½"
1st incr.
*60/6"
1st incr.
C1
C2
C3
Roadway fill, sandy gravel.
Hard gravel fractured by driving.
Hard fractured basalt with some gravel and some calcite on fractured surfaces.
Reddish to gray agglomerate.
100
90
80
70
60
50
Rec. Hardness RQD
25% R1 0
34% R1 19
0 — —
Core Rec. Hardness RQD
1 88% R3 32
2 32% R3 0
3 90% R2 40
LEGEND OF MATERIALS
Silty gravel, gravel-silt mixture.
Clayey gravel, gravel-clay mixture.
Silty clay.
Shale
Silty sand, sand-silt mixture.
Clayey sand, sand-clay mixture.
Sand-silt-clay mixture, near equal proportions.
Sandstone.
Weathered tuff or agglomerate.
NOTE

FOUNDATION DATA
Scale: Horizontal 1"=20'
Vertical 1"=10'

John R. Mark

APPROVED
Watt L. Klant
STRUCTURAL DESIGN ENGINEER
DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC BOOK 2078

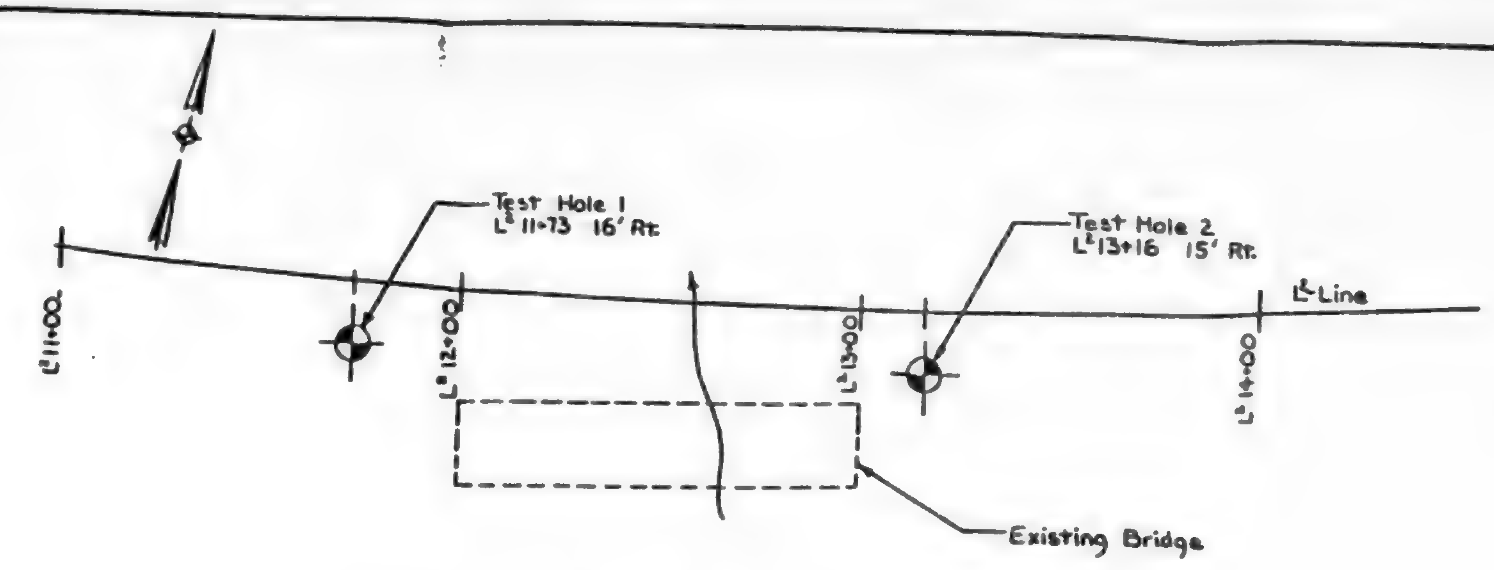
DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

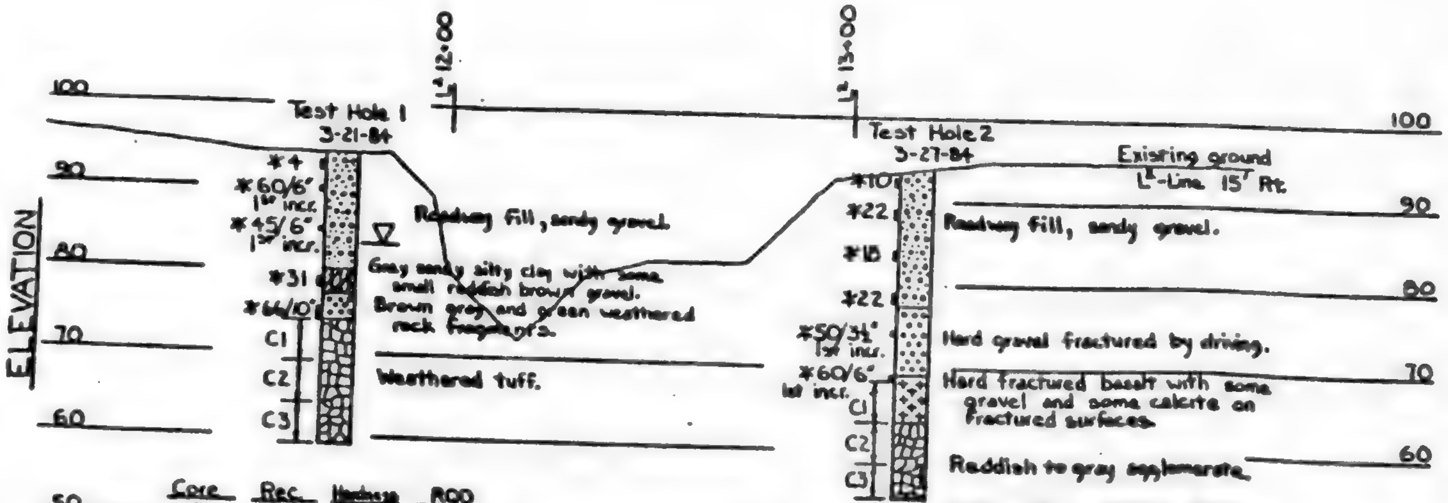
SOUTH FORK LITTLE BUTTE CREEK BRIDGE
SOUTH FORK LITTLE BUTTE CREEK ROAD
JACKSON COUNTY

FOUNDATION DATA

DATE September 5, 1984 SHEET 2 OF 7


Test Hole 1
L 11+73 16' Rt.
Test Hole 2
L 13+16 15' Rt.
L-Line
L 11+00
L 12+00
L 13+00
L 14+00
Existing Bridge

PLAN
Scale: 1"=20'

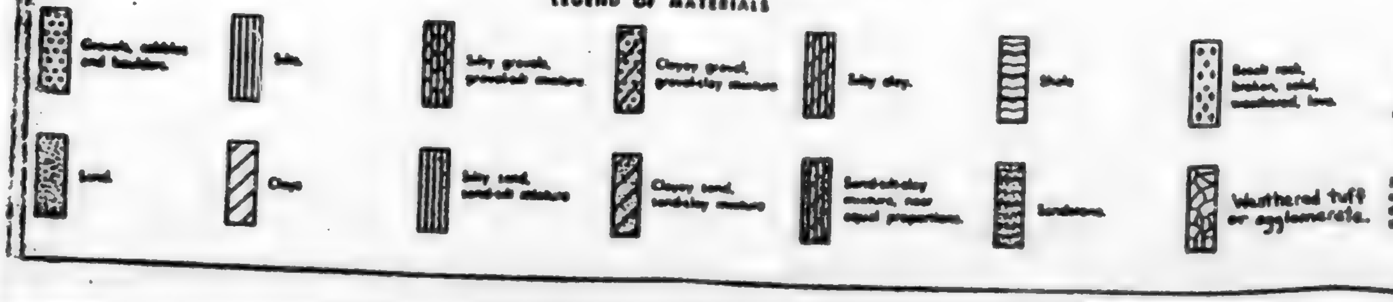

ELEVATION
100
90
80
70
60
50
L 12+00
L 13+00
Test Hole 1
3-21-84
*4
*60/6" 1st incr.
*45/6" 1st incr.
*31
*64/10"
C1
C2
C3
Roadway fill, sandy gravel.
Gray sandy silty clay with some small reddish brown gravel.
Brown gray and green weathered rock fragments.
Weathered tuff.
Test Hole 2
3-27-84
Existing ground
L-Line 15' Rt.
*10
*22
*15
*22
*50/3½" 1st incr.
*60/6" 1st incr.
Roadway fill, sandy gravel.
Hard gravel fractured by driving.
Hard fractured basalt with some gravel and some calcite on fractured surfaces.
Reddish to gray agglomerate.

Core	Rec.	Hardness	RQD
1	23%	R1	0
2	34%	R1	19
3	0	—	—

Core	Rec.	Hardness	RQD
1	88%	R3	32
2	32%	R3	0
3	90%	R2	40

FOUNDATION DATA
Scale: Horizontal 1"=20'
Vertical 1"=10'

LEGEND OF MATERIALS


Weathered tuff or agglomerate.

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

SOUTH FORK LITTLE BUTTE CREEK BRIDGE
SOUTH FORK LITTLE BUTTE CREEK ROAD
JACKSON COUNTY

FOUNDATION DATA

DATE September 5, 1984
SHEET 2 OF 7

APPROVED
STRUCTURAL DESIGN ENGINEER
DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC BOOK 2070

DATE	REVISION

RONALD V. BUSEY*PROJECT MANAGER*2690 N. PACIFIC HWY MEDFORD OR 97501

February 29, 1986 PH 776-6001

Stach Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon 97526

S. Fork Little Butte Creek Bridge
Contract No. 10170

Attn: Henry Stach

On 2-24-86 this office received a copy of a letter dated 2-12-86 from Wayne DeWitt of DeWitt Construction Company of Portland indicating they plan to file a claim for additional work for preboring the holed for piling on subject project.

We do not agree that drawing no. 40446 is in error, as Mr. DeWitt claims. The drawing clearly shows gravels, cobbles and boulders in the legend of materials that was found in the roadway fill. Cobble is gravels that vary from 3" to 12" in size. A boulder is larger that 12".

The plans and specifications require a hole be prebored to elevation 65. We do not require the casing be installed and the hole cleaned out. DeWitt is cleaning out the holes prior to setting the pipe pile as per instructions from your superintendant Mr. Brian Thompson or from Mr. George Guise, your Construction Manager.

If a claim is filed, we will submit it to our Region Office for their consideration. However we will recommend the claim be denied at this level.

Sincerely,

Ronald V. Busey
Project Manager

xc: Bill Quinn

EXHIBIT 2
—AFFIDAVIT OF RONALD BUSEY

CONSTRUCTION COMPANY

POST OFFICE BOX 730, • 235 WEST SCENIC DRIVE • GRANTS PASS, OREGON • 97528

May 6, 1986

102.05

Oregon State Highway Division Res. Engineer
REC'D ____________ Medford
MAY 7 1986
1 ☐ 2 ☒ 3 ☐ 4 ☐ 5 ☑ 6 ☐ 7 ☐ 8 ☐ 9 ☐
Res. [illegible] Office

Department of Transportation
2690 N. Pacific Highway
Medford, Or 97501

ATTN: Vern Neiswanger

RE: S. Fork Little Butte Creek Bridge
Contract 10170

Claim for Extra Expense due to boulders/per Dewitt letter 2-12-198

Dear Vern,

We are submitting our claim for extra work drilling the holes on the Little Butte Bridge.

The borings shown for bent #2 were totally incorrect. The boring shows "roadway fill, and sandy gravel". If boulders and cobbles had been anticipated the owners representative that wrote "roadway fill, and sandy gravel" had the opportunity and obligation to add "boulders and cobbles" to his written description. If this had been done our fixed bid would have been much higher than it was. The boring for bent #1 depicted conditions which were quite correct. We drilled these holes in our estimated time.

Bent #2 was extremely expensive taking many hours, requiring different tools, casing and causing expensive repairs.

As you recall, Dewitt quoted Stach Construction either the lump sum of $14,450.00 or the hourly basis of $2,000.00 mobilizatio and $185.00 per hour plus cost of teeth and hours to be measured on an on job site basis.

In view of the incorrect information on the contract documents causing our misjudgement, we believe the owner is responsible and must compensate now on the hourly basis for the subcontractor, Dewitt and our supervision cost plus mark up for overhead.

EXHIBIT 3 PAGE 1
AFFIDAVIT OF RONALD BUSEY

POST OFFICE BOX 730 • 235 WEST SCENIC DRIVE • GRANTS PASS, OREGON • 97526

This amount for Subcontractor, Dewitt:

160.5 hours at $185.00 per hour	$29,693.00
Mobilization	2,000.00
Allowance for teeth, casing, extra tools, and pumps	1,000.00
Total	32,693.00
Less lump sum	(14,450.00)
Extra due Subcontractor	$18,243.00

PER SECTION 109.07, Para D

Add percent for Prime Contractor:

10% on first $2,000.00	200.00
3% above $2,000.00	487.29
	$18,930.20

As per enclosed Force Account forms:

Claim for Pile Butt Foreman supervision of Subcontractor during boulder work on Bt.#2.

Pile Butt Foreman: 46 hrs @ 14.30/hr plus fringes and percentage allowance	1,312.66 ✓
3/4 Ton Ford Pickup: 46 hrs @ 10.79/hr plus percentage allowance.	465.52 ~~570.70~~
Total due on claim	~~$20,813.56~~ $20,708.58 KK

Sincerely,

Henry G. Stach, Pres.

HGS/bcs

EXHIBIT 3 PAGE 2
AFFIDAVIT OF RONALD BUSEY

EXHIBIT 3 PAGE 3
AFFIDAVIT OF
RONALD BUSEY

KK 6.5

FORCE ACCOUNT INVOICE FOR EQUIPMENT AND MATERIALS

Y DIVISION

Stach DATE 5/5/86	CONTRACTOR Stach Construction Co. Inc	PROJECT NAME (Section) S. Fork Little Butte Cr. Bridge	CONTRACT NO. 10170
ice) DATE	SUBCONTRACTOR (when applicable) Dewit	PERIOD OF WORK Feb. , 19 86 THRU March 1, 19 86	EXTRA WORK ORDER NO. 6

note below) ON	I.D. NUMBER		DATES 3	4	5	6	7	8	9	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	3/1/86	TOTAL HOURS	$ RATE	$ AMOUNT
kup 1980 Ford		over 40																										
		1st. 40																										
		over 40																									8.80	404.80
	F25FRGG1072	1st. 40										8		5	3	3	4	4	4	5	2	3	1	4		46	~~10.79~~	~~496.34~~
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										

NAME OF SUPPLIER, INVOICE NO. AND DESCRIPTION (Attach Receipted Invoices)	$ AMOUNT	TOTAL FOR EQUIPMENT	A	404.80 ~~496.34~~
		TOTAL MATERIALS PLUS CONTRACTORS PERCENTAGE ALLOWANCE (Line B + 15%)	C	60.72 ~~74.45~~
TOTAL FOR MATERIALS	B			
TOTAL AMOUNT DUE (Line A + Line C)			$	465.52 ~~570.70~~

D

WO COPIES OF THE "EQUIPMENT RENTAL RATE DETERMINATION", FORM 734-1861, THE FIRST EQUIPMENT IS LISTED AND ALSO EACH TIME A REVISED RATE IS SHOWN.

SUBMIT TWO COPIES WITH ATTACHMENTS TO THE RESIDENT ENGINEER

HIGHWAY DIVISION

FORCE ACCOUNT INVOICE FOR EQUIPMENT AND MATERIALS

KK 6-5

PREPARED BY: Henry Stach DATE: 5/5/86
REVIEWED BY (at R.E. office): DATE:
CONTRACTOR: Stach Construction Co. Inc
SUBCONTRACTOR (when applicable): Dewit
PROJECT NAME (Section): S. Fork Little Butte Cr. Bridge
PERIOD OF WORK: Feb. , 19 86 THRU March 1, 19 86
CONTRA 10
EXTRA W

EQUIPMENT (see note below) DESCRIPTION	I.D. NUMBER		3	4	5	6	7	8	9	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	3/1/86	TOTAL HOURS	$ RA
3/4 t. 2x4 Pickup 1980 Ford		over 40																									
		1st. 40																									
		over 40																									8.
	F25FRGG1072	1st. 40											8		5	3	3	4	4	4	5	2	3	1	4	46	
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									
		over 40																									
		1st. 40																									

MATERIALS (ALSO APPROVED RENTAL AND OWNER-OPERATED EQUIPMENT)	NAME OF SUPPLIER, INVOICE NO. AND DESCRIPTION (Attach Receipted Invoices)	$ AMOUNT
	TOTAL FOR MATERIALS	B
	TOTAL AMOUNT DUE (Line A + Line C)	

TOTAL FOR EQUIPMENT

TOTAL MATERIALS PLUS CONTRACTORS PERCENTAGE ALLOWANCE (Line B + 15%)

NOTE — ATTACH TWO COPIES OF THE "EQUIPMENT RENTAL RATE DETERMINATION", FORM 734-1861, THE FIRST TIME THE EQUIPMENT IS LISTED AND ALSO EACH TIME A REVISED RATE IS SHOWN.

734-1864 (5-81)

SUBMIT TWO COPIES WITH ATTACHMENTS TO THE RESIDENT ENGINEER

EXHIBIT 3 PAGE 4
AFFIDAVIT OF
RONALD BUSEY

FORCE ACCOUNT INVOICE FOR LABOR

DIVISION

DATE 05/05/86	CONTRACTOR STACH CONST. CO., INC.	PROJECT NAME South Little Butte Cr. Bridge	CONTRACT NO. 10170
DATE	SUBCONTRACTOR (when applicable)	PERIOD OF WORK February 01, 1986 THRU March 01, 1986	EXTRA WORK ORDER NO. 1

OYEE	CRAFT		3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	March 1				TOTAL HOURS	$ RATE	$ AMOUNT
npson	P.B. Foreman	OT																											
		ST									8		5	3	3	4	4	4	5	2	3	1	4				46	14.30	657.80 ✓
		OT																											
		ST																											
		OT																											
		ST																											
		OT																											
		ST																											
		OT																											
		ST																											
		OT																											
		ST																											
		OT																											
		ST																											
		OT																											
		ST																											
		OT																											
		ST																											
		OT																											
		ST																											

TENCE, EXPENSES, ETC.

$ RATE	$ AMOUNT
A	

D

TAXES AND INSURANCE ON PAYROLL		
SOCIAL SECURITY—FICA		7.15 %
ACCIDENT INSURANCE (BASE RATE)	21.21	
REDUCTION AS % OF BASE RATE	86%	18.24 %
OREGON UNEMPLOYMENT COMPENSATION		4.60 %
FEDERAL UNEMPLOYMENT COMPENSATION		.8 %
		— %
		— %
TOTAL PERCENTAGE FOR TAXES AND INSURANCE	B	30.79 %

VACATION	CRAFT Pile Driverman	46	.77	35.42 ✓
TOTAL FOR LABOR AND VACATION			C	693.22 ✓
TOTAL TAXES AND INSURANCE (Line B x Line C)			D	213.44 ✓
FRINGE BENEFITS (Health and Welfare, Pension, Education or Apprentice Training, etc.)	CRAFT Pile Driverman	46	4.07	187.22 ✓
TOTAL FOR FRINGE BENEFITS			E	187.22 ✓
TOTAL TRAVEL, SUBSISTENCE, EXPENSES, ETC. (From Line A)			F	—
(TOTAL OF LINES C, D, E AND F)			G	1,093.88 ✓
CONTRACTORS PERCENTAGE ALLOWANCE (Line G x 20%)			H	218.78 ✓
TOTAL AMOUNT DUE (Line G + Line H)			$	1,312.66 ✓

HIGHWAY DIVISION

FORCE ACCOUNT INVOICE FOR LABOR

PREPARED BY Henry Stach	DATE 05/05/86	CONTRACTOR Stach Const. Co., Inc	PROJECT NAME South / Little Butte Cr. Bridge
REVIEWED BY (at R.E. office)	DATE	SUBCONTRACTOR (when applicable)	PERIOD OF WOR February 01, 1986 THRU March 01, 1986

CONTRACT
1017

EXTRA WO

LABOR NAME OF EMPLOYEE	CRAFT		3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	march 1				TOTAL HOURS	$ RAT
(1) Brian Thompson	P.B. Foreman	OT																										
		ST									8		5	3	3	4	4	4	5	2	3	1	4				46	14.39
(2)		OT																										
		ST																										
(3)		OT																										
		ST																										
(4)		OT																										
		ST																										
(5)		OT																										
		ST																										
(6)		OT																										
		ST																										
(7)		OT																										
		ST																										
(8)		OT																										
		ST																										
(9)		OT																										
		ST																										
(10)		OT																										
		ST																										

TRAVEL, SUBSISTENCE, EXPENSES, ETC.

LINE NUMBER FROM ABOVE	DAYS OR HOURS	$ RATE	$ AMOUNT
(1)			
(2)			
(3)			
(4)			
(5)			
(6)			
(7)			
(8)			
(9)			
(10)			
OTHER EXPENSES (ATTACH RECEIPTED INVOICES)			
TOTAL (To Line F)	A		

TAXES AND INSURANCE ON PAYROLL

SOCIAL SECURITY—FICA		7.15 %
ACCIDENT INSURANCE (BASE RATE)	21.21	
REDUCTION AS % OF BASE RATE	86%	18.24 %
OREGON UNEMPLOYMENT COMPENSATION		4.60 %
FEDERAL UNEMPLOYMENT COMPENSATION		.8 %
		— %
		— %
TOTAL PERCENTAGE FOR TAXES AND INSURANCE	B	30.75 %

	CRAFT		
VACATION	Pile Driverman	46	.77
TOTAL FOR LABOR AND VACATION			
TOTAL TAXES AND INSURANCE (Line B x Line C)			
FRINGE BENEFITS (Health and Welfare, Pension, Education or Apprentice Training, etc.)	Pile Driverman	46	4.03
TOTAL FOR FRINGE BENEFITS			
TOTAL TRAVEL, SUBSISTENCE, EXPENSES, ETC. (From Line A)			
(TOTAL OF LINES C, D, E AND F)			
CONTRACTORS PERCENTAGE ALLOWANCE (Line G x 20%)			
TOTAL AMOUNT DUE (Line G + Line H)			

EXHIBIT 3 PAGE 5
AFFIDAVIT OF RONALD BUSEY

FORCE ACCOUNT INVOICE FOR EQUIPMENT AND MATERIALS

SION

DATE H 5/5/86	CONTRACTOR Stach Construction Co Inc		PROJECT NAME (Section) S. Fork Little Butte Cr. Bridge	CONTRACT NO. 10170
DATE	SUBCONTRACTOR (when applicable) Dewit		PERIOD OF WORK Feb. 1, 19 86 THRU March 1, 19 86	EXTRA WORK ORDER NO. 1

elow) I.D. NUMBER		3	4	5	6	7	8	9	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	3/1/86		TOTAL HOURS	$ RATE	$ AMOUNT
	over 40																											
a 1980 Ford	1st. 40																											
	over 40																										8.80	404.80
F25FRGG1072	1st. 40											8		5	3	3	4	4	4	5	2	3	1	4		46	~~10.35~~	~~476.39~~
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											
	over 40																											
	1st. 40																											

NAME OF SUPPLIER, INVOICE NO. AND DESCRIPTION (Attach Receipted Invoices)	$ AMOUNT	TOTAL FOR EQUIPMENT	A	404.80 ~~476.37~~
		TOTAL MATERIALS PLUS CONTRACTORS PERCENTAGE ALLOWANCE (Line B + 15%)		
			C	60.72 ~~71.45~~
TOTAL FOR MATERIALS	B			
TOTAL AMOUNT DUE (Line A + Line C)			$	465.52 ~~[illegible]~~

OPIES OF THE "EQUIPMENT RENTAL RATE DETERMINATION", FORM 734-1861, THE FIRST
PMENT IS LISTED AND ALSO EACH TIME A REVISED RATE IS SHOWN.

SUBMIT TWO COPIES WITH ATTACHMENTS TO THE RESIDENT ENGINEER

HIGHWAY DIVISION

FORCE ACCOUNT INVOICE FOR EQUIPMENT AND MATERIALS

RONALD BUSEY
E 5

PREPARED BY Henry Stach	DATE 5/5/86	CONTRACTOR Stach Construction Co Inc	PROJECT NAME (Section) S. Fork Little Butte Cr Bridge	CONTRACT 101
REVIEWED BY (at R.E. office)	DATE	SUBCONTRACTOR (when applicable) Dewit	PERIOD OF WORK Feb. , 19 86 THRU March 1, 19 86	EXTRA WORK 1

EQUIPMENT (see note below) DESCRIPTION	I.D. NUMBER		3	4	5	6	7	8	9	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	3/1/86		TOTAL HOURS	$ RATE
3/4 t. 2x4 Pickup 1980 Ford		over 40																										
		1st. 40																										
		over 40																										8.80
	F25FRGG1072	1st. 40											8		5	3	3	4	4	4	5	2	3	1	4		46	[illegible]
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										
		over 40																										
		1st. 40																										

MATERIALS (ALSO APPROVED RENTAL AND OWNER-OPERATED EQUIPMENT)	NAME OF SUPPLIER, INVOICE NO. AND DESCRIPTION (Attach Receipted Invoices)	$ AMOUNT	TOTAL FOR EQUIPMENT	A
			TOTAL MATERIALS PLUS CONTRACTORS PERCENTAGE ALLOWANCE (Line B + 15%)	C
NOTE — ATTACH TWO COPIES OF THE "EQUIPMENT RENTAL RATE DETERMINATION", FORM 734-1861, THE FIRST TIME THE EQUIPMENT IS LISTED AND ALSO EACH TIME A REVISED RATE IS SHOWN.	TOTAL FOR MATERIALS	B		
	TOTAL AMOUNT DUE (Line A + Line C)			$

SUBMIT TWO COPIES WITH ATTACHMENTS TO THE RESIDENT ENGINEER

EXHIBIT 3 PAGE 6
AFFIDAVIT OF RONALD BUSEY

FORCE ACCOUNT INVOICE FOR LABOR

DIVISION

h
ice)

DATE 05/05/86
DATE

CONTRACTOR Stach Const. Co., Inc.
SUBCONTRACTOR (when applicable)

PROJECT NAME (Section) South Fork Little Butte Cr. Bridge
PERIOD OF WORK February 01, 1986 THRU March 01, 1986

CONTRACT NO. 10170
EXTRA WORK ORDER NO. 1

PLOYEE	CRAFT		3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	march 1					TOTAL HOURS	$ RATE	$ AMOUNT
	P.B.	OT																												
mpson	Foreman	ST									8		5	3	3	4	4	4	5	2	3	1	4					46	14.30	657.80
		OT																												
		ST																												
		OT																												
		ST																												
		OT																												
		ST																												
		OT																												
		ST																												
		OT																												
		ST																												
		OT																												
		ST																												
		OT																												
		ST																												
		OT																												
		ST																												
		OT																												
		ST																												

TENCE, EXPENSES, ETC.

$ RATE	$ AMOUNT

D

A

TAXES AND INSURANCE ON PAYROLL

SOCIAL SECURITY—FICA		7.15 %
ACCIDENT INSURANCE (BASE RATE)	21.21	
REDUCTION AS % OF BASE RATE	86%	18.24 %
OREGON UNEMPLOYMENT COMPENSATION		4.60 %
FEDERAL UNEMPLOYMENT COMPENSATION		.8 %
		— %
		— %
TOTAL PERCENTAGE FOR TAXES AND INSURANCE	B	30.79 %

	CRAFT	TOTAL HOURS	$ RATE	$ AMOUNT
VACATION	Pile Driverman	46	.77	35.42
TOTAL FOR LABOR AND VACATION			C	693.22
TOTAL TAXES AND INSURANCE (Line B x Line C)			D	213.44
FRINGE BENEFITS (Health and Welfare, Pension, Education or Apprentice Training, etc.)	Pile Driverman	46	4.07	187.22
TOTAL FOR FRINGE BENEFITS			E	187.22
TOTAL TRAVEL, SUBSISTENCE, EXPENSES, ETC. (From Line A)			F	—
(TOTAL OF LINES C, D, E AND F)			G	1,093.88
CONTRACTORS PERCENTAGE ALLOWANCE (Line G x 20%)			H	218.78
TOTAL AMOUNT DUE (Line G + Line H)				$ 1,312.66

SUBMIT TWO COPIES WITH ATTACHMENTS TO THE RESIDENT ENGINEER

HIGHWAY DIVISION

FORCE ACCOUNT INVOICE FOR LABOR

PREPARED BY Henry Stach	DATE 05/05/86	CONTRACTOR Stach Const. Co., Inc.	PROJECT NAME (Section) South Fork Little Butte Cr. Bridge	CONTRAC 101
REVIEWED BY (at R.E. office)	DATE	SUBCONTRACTOR (when applicable)	PERIOD OF WORK February 01, 1986 THRU March 01, 1986	EXTRA W

LABOR NAME OF EMPLOYEE	CRAFT		3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	march 1				TOTAL HOURS	$ RA
(1) Brian Thompson	P.B. Foreman	OT																										
		ST									8		5	3	3	4	4	4	6	2	3	1	4				46	14.
(2)		OT																										
		ST																										
(3)		OT																										
		ST																										
(4)		OT																										
		ST																										
(5)		OT																										
		ST																										
(6)		OT																										
		ST																										
(7)		OT																										
		ST																										
(8)		OT																										
		ST																										
(9)		OT																										
		ST																										
(10)		OT																										
		ST																										

TRAVEL, SUBSISTENCE, EXPENSES, ETC.

LINE NUMBER FROM ABOVE	DAYS OR HOURS	$ RATE	$ AMOUNT
(1)			
(2)			
(3)			
(4)			
(5)			
(6)			
(7)			
(8)			
(9)			
(10)			
OTHER EXPENSES (ATTACH RECEIPTED INVOICES)			
TOTAL (To Line F)	A		

TAXES AND INSURANCE ON PAYROLL

SOCIAL SECURITY—FICA		7.15 %
ACCIDENT INSURANCE (BASE RATE)	21.21	
REDUCTION AS % OF BASE RATE	86%	18.24 %
OREGON UNEMPLOYMENT COMPENSATION		4.60 %
FEDERAL UNEMPLOYMENT COMPENSATION		.8 %
		— %
		— %
TOTAL PERCENTAGE FOR TAXES AND INSURANCE	B	30.75 %

VACATION	CRAFT Pile Driverman	46	.7
TOTAL FOR LABOR AND VACATION			
TOTAL TAXES AND INSURANCE (Line B x Line C)			
FRINGE BENEFITS (Health and Welfare, Pension, Education or Apprentice Training, etc.)	CRAFT Pile Driverman	46	4
TOTAL FOR FRINGE BENEFITS			
TOTAL TRAVEL, SUBSISTENCE, EXPENSES, ETC. (From Line A)			
(TOTAL OF LINES C, D, E AND F)			
CONTRACTORS PERCENTAGE ALLOWANCE (Line G x 20%)			
TOTAL AMOUNT DUE (Line G + Line H)			

SUBMIT TWO COPIES WITH ATTACHMENTS TO THE RESIDENT ENGINEER

VICTOR ATIYEH
GOVERNOR

RONALD V. BUSEY*PROJECT MANAGER*2690 N. PACIFIC HWY*MEDFORD, OR 97501
Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

April 8, 1986

Stach Construction Co., Inc.
P.O. Box 730
Grants Pass, OR 97526

Re: S. Fork Little Butte Cr. Br.
Contract No. 10170
"Pre-Boring Hole Claim"

Attention: Henry Stach

On April 7, 1986, we received a copy of the claim filed by DeWitt Construction requesting reimbursement for extra expense to pre-drill the holes for the steel piling used for subject project.

A letter to you dated February 28, 1986, (a copy enclosed), explained our view on this claim. As stated in that letter, this claim is denied at this level and the claim will be submitted to our Region Office in Roseburg for their review.

Sincerely,

Ronald V. Busey
Ronald V. Busey
Project Manager

xc: Bill Quinn

EXHIBIT 4

CERTIFICATE OF SERVICE

I hereby certify that on the 8th day of October, 1987, I served a true copy of the within Memorandum in Opposition to Plaintiff's Motion for Summary Judgment and supporting Affidavit which are well founded in law upon plaintiff's attorneys, by depositing them in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Daniel J. Seifer
SEIFER, YEATS, WHITNEY & MILLS
Attorneys at Law
900 S.W. Fifth Avenue, Suite 1516
Portland, Oregon 97204

for Kendall M. Barnes
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

10,170 10-1-87 yellow

CIRCUIT COURT OF OREGON

MARION COUNTY

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO., Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division, Defendant.	)	No. 87C-11078 NOTICE OF DEPOSITION

TO Stach Construction Co., Inc, Plaintiff, by and through its attorney, Mr. Daniel J. Seifer, Attorney at Law, Suite 1516, 900 S.W. Fifth Avenue, Portland, Oregon 97204.

PLEASE TAKE NOTICE:

That on the 20th day of October 1987, the defendant, by and through its attorney William F. Cloran, will take the deposition of that employe or agent of the DeWitt Construction Co., Inc. described in the subpoena attached hereto as Exhibit 1. The deposition will commence at 9:30 a.m. in the offices of the Department of Justice at 500 S.W. Yamhill, Portland, Oregon.

DATED this 1st day of October, 1987.

Respectfully submitted,
DAVE FROHNMAYER
Attorney General

William F. Cloran
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

3267T

CERTIFICATE OF SERVICE

I hereby certify that on the 1st day of October, 1987, I served a true copy of the within Notice of Deposition which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Mr. Daniel J. Seifer
SEIFER, YEATS, WHITNEY & MILLS
Attorneys at Law
900 S.W. Fifth Avenue, Suite 1516
Portland, Oregon 97204

William F. Cloran
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CIRCUIT COURT OF OREGON

MARION COUNTY

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO.,

Plaintiff,

v.

STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division,

Defendant.

No. 87C-11078

DEPOSITION SUBPOENA DUCES TECUM

TO: DeWitt Construction Co., Inc.
c/o John G. McLaughlin
8835 S.W. Canyon Lane, Suite 406
P.O. Box 20938
Portland, Oregon 97205

IN THE NAME OF THE STATE OF OREGON: You are required to appear pursuant to ORCP Rule 39C(6) by the employe or agent of DeWitt Construction Co., Inc. who has knowledge of work quoted to be performed by DeWitt Construction Co., Inc. as a subcontractor for Stach Construction Co., Inc. upon Oregon State Highway Division Contract No. 10,170, Grading, Paving and Structure - South Fork Little Butte Creek Bridge, Jackson County, Oregon. You shall appear in the offices of the Department of Justice of the State of Oregon at 500 S.W. Yamhill, Portland, Multnomah County, Oregon on the 20th day of October, 1987 at 9:30 a.m. For your deposition, you are to bring with you copies of all papers or documents or things in your possession or control pertaining to work done by you upon the project including but not limited to quotes or proposals to do the work, work papers used to derive such quotes, the construction logs or diaries of agents or employes, daily logs, the operating manuals for all equipment used, the maintenance records of all equipment used, the repair records of all equipment used, copies of plans for the work, subcontracts between Stach Construction Co., Inc. and DeWitt Construction Co., Inc. and any person or entity concerning the project, cost records concerning the project, overhead computations, bills or invoices from DeWitt Construction Co., Inc. to Stach Construction Co., Inc, records of payment by Stach Construction

Co., Inc. to DeWitt Construction Co., Inc. and copies of all claims and back charges between DeWitt Construction Co., Inc. and Stach Construction Co., Inc.

ISSUED THIS 1st day of October, 1987.

By: William F. Cloran
WILLIAM F. CLORAN
Assistant Attorney General

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

If an officer, state title

STATE OF OREGON,
County of ss:

I hereby certify that I, Bruce Klassen served the within subpoena on the 2nd day of October, 1987, on the within named Dewitt Construction Co. Inc (Debbie Taylor) by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see below) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.

Bruce Klassen
Investigator - Dept. of Justice

Witness fee . . .	$5.00
Mileage	$2.00
Total	$7.00

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

(Name, address and telephone of attorney for party in whose behalf the witness is required to appear)

Bill's

Certified a true and correct copy of the original.

CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO.,

Plaintiff,

v.

STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division,

Defendant.

No. 87C-11078

PLAINTIFF'S MOTION FOR SUMMARY JUDGMENT AGAINST DEFENDANT'S SECOND AFFIRMATIVE DEFENSE (ORAL ARGUMENT REQUESTED)

Pursuant to ORCP 47, Plaintiff moves the court for an order granting summary judgment in its favor on Defendant's Second Affirmative Defense for the reason that there is no genuine issue of fact and Plaintiff is entitled to judgement as a matter of law.

This motion is supported by the following points and authorities, and the pleadings in this case.

POINTS AND AUTHORITIES

Plaintiff's cause of action is for breach of contract by Defendant, on an Oregon Department of Transportation, Highway Division, project. Plaintiff's claim is based upon Defendant's breach of its implied warranty that the plans and specifications, the details of construction shown therein, given to Plaintiff at the time that Plaintiff submitted a bid to Defendant, and which were a part of Plaintiff's contract with Defendant, were

RECEIVED
SEP 30 1987
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

adequate, accurate and complete. Furthermore, the Defendant changed and/or altered the plans and specifications and the details of construction shown therein and Defendant has failed and refused to make payment to Plaintiff for the costs incurred as a consequence of the changes and alterations.

Defendant's Second Affirmative Defense asserts that certain language in the contract between Plaintiff and Defendant concerning the Engineer's authority to determine certain issues which would arise under the contract gives the engineer authority to decide all issues which may exist between the parties. The Oregon State Highway Division Standard Specifications for Highway Construction, part of the contract between Plaintiff and Defendant, specify the authority of the State Highway Engineer of the State of Oregon, or his authorized representatives, to decide certain questions regarding the Project which is the subject matter of the Contract. The Standard Specifications do not grant authority to the Engineer to decide questions regarding whether Defendant changed the work which the Contract requires Plaintiff to perform, whether there were alterations made to that work, or whether Defendant breached its warranties. Rather, the existence of changes, alterations and breaches of warranties are properly within the purview of this court.

In Highway Com. v. Heintz Construction, 245 Or at 530, 423 P2d 175 (1967), the Oregon Supreme Court held that the issue of whether the Engineer had changed the work required in the original contract between the contractor and the State, by deleting certain subgrade excavation, was not a question within the scope of the Engineer's contractual decision making authority. The specific contractual provision interpreted by the court was Section 1.5.1 of the then existing Standard Specifications, which provided:

> To prevent misunderstandings, disputes and litigation it is expressly understood by all of the parties to the contract, including the surety, that the engineer shall, in all cases, determine any and all questions which may arise concerning the quality, quantity and acceptability of materials furnished and work performed; the manner and rate of progress of the performance of all work; the interpretation of plans and specifications; and the amounts and classifications of the several kinds of work and materials; and his estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract.
> 245 Or at 540-541.

This provision is virtually identical to Section 105.1 of the Standard Specifications (1984 Edition) incorporated in the Contract between Plaintiff and Defendant.

In Barbour & Son v. Highway Com., 248 Or 247, 433 P2d 817 (1967), the court interpreted the same provision as in the Heintz case and held that whether or not the contractor is entitled to additional compensation for work done pursuant to an alteration in the details of construction made by defendant is not within the "purview" of that provision, and therefore not an issue to be decided by the Engineer.

The claims asserted by Plaintiff in this matter are for additional compensation due to changes and alterations made by

Defendant to the Contract work, and for additional compensation for Defendant's breach of its warranty. Therefore, any decision rendered by the State's engineer regarding these claims is not within the scope of the Standard Specifications, is neither final nor binding upon this Court, and does not give rise to an affirmative defense. Consequently, Plaintiff is entitled to summary judgment as to the validity of Defendant's Second Affirmative Defense.

Plaintiff requests Oral Argument regarding this motion. It is anticipated that the argument would require no more than fifteen minutes. Appearance by telecommunication is not requested. Official court reporting services are not requested.

SEIFER, YEATS, WHITNEY & MILLS

Rodney R. Mills, OSB No. 82,340
Of Attorneys for Plaintiff

DANIEL J. SEIFER, OSB No. 69,156
Trial Attorney
Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing PLAINTIFF'S MOTION FOR SUMMARY JUDGMENT AGAINST DEFENDANT'S SECOND AFFIRMATIVE DEFENSE (ORAL ARGUMENT REQUESTED) on the attorney listed below on the 29th day of September, 1987, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, to-wit:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

and deposited in the post office at Portland, Oregon, on same day.

Dated this 29th day of September, 1987.

SEIFER, YEATS, WHITNEY & MILLS

Rodney R. Mills, OSB No. 82,340
Attorneys for Plaintiff

RECEIVED
SEP 30 1987
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

10.17

STATE COPY 10170

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT Sept. 17, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-1500(7)
COMPLETION DATE (Actual) Aug. 15, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY March 24, 1987	TIME ELAPSED 81 %	CONTRACT TIME Sept. 30, 1986

LOCATION

Sough Fork Little Butte Road about 3 miles southeast of Lakecreek.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
OCT 5 87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:
   - A. Construction of Bridge No. 16687.
     Length: 130 ft. Roadway width: 32 ft.
   - B. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.
   - C. Removal of existing bridge.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Stach Construction Co., Inc.
3. Contract Amount: $333,880.24
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title For Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engr.	DATE 10/5/87	TITLE District Engr.	DATE 10/5/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

CIRCUIT COURT OF OREGON

MARION COUNTY

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO., Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division, Defendant.	No. 87C-11078 ANSWER AND AFFIRMATIVE DEFENSES

In response to plaintiff's complaint in the captioned matter, defendant answers as follows:

ANSWER

1.

Defendant admits those portions of paragraph 2 of the complaint which allege that defendant determined to construct a bridge on the south fork of Little Butte Creek and had plans and specifications describing the proposed work prepared. Defendant denies that plans and specifications described in detail the rock and soil materials to be encountered during construction.

2.

Defendant denies the allegations of paragraphs 1, 3, 4, 5, 7, 8 and 9 of the complaint.

///

3.

Defendant specifically denies that plaintiff has performed all obligations to be performed on its part under the contract. In particular, plaintiff failed to make an adequate investigation of the subsurface conditions to be encountered at the time of submitting its bid.

AFFIRMATIVE DEFENSES

FIRST AFFIRMATIVE DEFENSE

(Notice)

4.

Among the provisions of the contract between the contractor and defendant was Standard Specification for Highway Construction 109.05 which required the contractor to provide defendant with written notice of any claim for extra compensation in advance of incurring costs and thereafter to provide defendant's Engineer with facilities for keeping records of the cost of doing the work.

5.

The contractor failed to provide notice of its claim as required and failed to provide the Engineer with the facilities and records of the costs of doing the work.

SECOND AFFIRMATIVE DEFENSE

(Decision of the Engineer)

6.

The contract between the contractor and defendant provided that all questions that may arise as to interpretation of the plans and specifications, as to the acceptable fulfillment of the contract, and as to the quality, quantity and acceptability of materials furnished and work performed are to be submitted to defendant's Engineer whose decisions concerning such matters shall be final. The contract further provided that in the event of changes or alterations of the contract plans or character of work, defendant's Engineer shall determine the amount to be awarded as fair and equitable for the actual cost of the changed work.

7.

Pursuant to the provisions described in paragraph 9 above, the contractor submitted its claims to the defendant's Project Manager for determination. Upon being dissatisfied with that determination, the contractor submitted its claims to a Claims Board convened by the Engineer to provide advice upon their disposition.

8.

After consideration of the matters presented to the Claims Board and to the Project Manager and other materials submitted, defendant's Engineer reached a decision concerning the amount allowable to plaintiff upon its claims. That decision of the Engineer is binding upon the parties pursuant to their agreement.

///

///

///

WHEREFORE, defendant prays that plaintiff take nothing and that its cause in this matter be dismissed.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

0218T

CERTIFICATE OF SERVICE

I hereby certify that on the 22nd day of June, 1987, I served a true copy of the within Answer and Affirmative Defenses which is well founded in law upon plaintiff's attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

SEIFER, YEATS, WHITNEY & MILLS
Attorneys at Law
900 S.W. Fifth Avenue, Suite 1516
Portland, Oregon 97204

William F. Cloran
WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Of Attorneys for
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 9, 1987

Robert Bothman, Deputy Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Stach Construction Co. v. State of Oregon
Marion County Circuit Court No. 87C-11078

Dear Mr. Bothman:

This is to inform you that the above-entitled matter has been filed in Marion County Circuit Court. Named defendants include the State of Oregon. This matter concerns construction of the Little Butte Creek Bridge.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

cc: Jack Sollis

NOTED
ROBERT N. BOTHMAN

RECEIVED

[illegible] true and correct

I accept service on 6-2-87 at 4:50 p.m. Kathy Theis

In the CIRCUIT Court of the State of Oregon

For the County of MARION

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO.,

Plaintiff

vs.

STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division,

Defendant

No. 87C-11078

SUMMONS

To
Mr. David B. Frohnmayer
Attorney General
100 Justice Building
Salem, OR 97310
Defendant.

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF ATTORNEY/AUTHOR FOR PLAINTIFF

Rodney R. Mills 82340
ATTORNEY'S/AUTHOR'S NAME (TYPED OR PRINTED) BAR NO. (IF ANY)

900 S. W. Fifth Avenue, Suite 1516
ADDRESS

Portland, OR 97204 223-6740
CITY STATE ZIP PHONE

Daniel J. Seifer 69156
TRIAL ATTORNEY IF OTHER THAN ABOVE (TYPED OR PRINTED) BAR NO.

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

ATTORNEY(S) FOR PLAINTIFF(S)

SEIFER, YEATS, WHITNEY & MILLS
ATTORNEYS FOR PLAINTIFF
Suite 1516
900 S. W. Fifth Avenue
Portland, Oregon 97204
(503) 223-6740

PAGE 1—SUMMONS.

FORM No. 190—SUMMONS ©1985
Stevens-Ness Law Pub. Co.
Portland, OR 97204 OS

Certified to be a true and correct
copy of original.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO.,
Plaintiff,

v.

STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division,
Defendant.

No.

COMPLAINT
(Breach of Contract)

Plaintiff alleges:

1

Plaintiff is an individual sometimes doing business as Stach Construction Co., and is a general contractor with his principal office in Salem, Oregon. Defendant may be sued pursuant to ORS 30.320 and other provisions of law.

2

Prior to 1986, defendant determined to construct a bridge on the South Fork of the Little Butte Creek in Jackson County, Oregon (hereinafter the "Project"). In furtherance of its determination, defendant prepared detailed plans and specifications describing the proposed work of construction. The work included, among other things, the installation of pilings at bent 2 of the bridge. The plans and specifications required that the holes for the piling at bent 2 were to be pre-bored, and described in detail the nature of rock and soil materials to be encountered at the location of the bent 2 piling.

3

Defendant invited sealed, competitive bids for construction of the Project in accordance with the plans and specifications prepared by defendant. Plaintiff submitted the low, responsive and responsible bid, and was awarded a contract by defendant. On or about January 16, 1986, defendant and plaintiff entered into OSHD Contract No. 10170 (hereinafter the "Contract") whereby plaintiff agreed to construct the Project in accordance with defendant's plans and specifications, and defendant agreed to make payment to plaintiff therefore in accordance with the prices provided in plaintiff's bid. The contract documents included defendant's standard specifications, supplemental standard specifications and special provisions, and plans.

4

By furnishing the plans and specifications to plaintiff for bid, and by incorporating the plans and specifications into the Contract, defendant impliedly warranted that the plans and specifications, and the details of construction shown therein, were adequate, accurate and complete.

5

The Contract further provided, amongst other things, that in the event the plans and specifications or the details of construction therein shown were changed or altered, defendant would make payments to plaintiff in addition to the Contract

///

price in such amounts as fairly and equitably reimbursed plaintiff's costs of performing the work as changed or altered.

6

Plaintiff has performed all the obligations on its part to be performed under the Contract.

7

Defendant breached its implied warranty because the plans and specifications and the details of construction therein shown were, in fact, inaccurate, inadequate and incomplete, in that, amongst other things, the rock and soils materials actually encountered at bent 2 of the bridge were different in nature and character than as described in the plans and specifications.

8

As a result of the inaccurate, inadequate and incomplete plans and specifications, Defendant changed and altered the details of construction and changed the nature and character of the pre-boring work performed by plaintiff. Plaintiff timely requested that defendant make payments to plaintiff as provided in the Contract. Defendant breached the Contract by failing and refusing to make payment to plaintiff for costs incurred as a consequence of the changes and alterations in the details of construction.

9

By reason of defendant's breaches as above alleged, the nature, extent and cost of plaintiff's work necessary to pre-bore the holes for the piling at bent 2 was changed and increased and plaintiff was required to expend labor and provide equipment, materials, supplies and supervision additional to the Contract requirements, all of a fair and equitable value of not less than $ 18,243, and defendant is indebted to plaintiff in said sum, together with interest thereon at the rate of 1% per month as provided by ORS 279.575.

WHEREFORE, plaintiff demands judgment against defendant in the sum of $ 18,243, together with interest thereon in accordance with ORS 279.575 from the time that payment was due, and for plaintiff's costs and disbursements incurred herein.

DATED this 9th day of April, 1987.

SEIFER, YEATS, WHITNEY & MILLS

Daniel J. Seifer (RRM)

Daniel J. Seifer, No. 69156

Rodney R. Mills, Bar No. 82340
Of Attorneys for Plaintiff

REPORT OF DISMISSAL

L- 9086

R- N/A

Reported to Commission:

Defendants: STACH, HENRY G. v. STATE

Section: South Fork of the Little Butte Creek, Jackson County

Highway: Bridge at above section County: Jackson

Date Complaint Filed: 6/2/87

REMARKS:

1. Procedural Status of the Case. The captioned case was filed in Marion County Circuit Court on June 2, 1987. Plaintiff was Henry G. Stach, sometimes doing business as Stach Construction Company. Defendant was State of Oregon, acting by and through its Transportation Commission, Department of Transportation. The complaint contained a single cause of action for breach of contract, and requested damages in the amount of $18,243 plus interest at the appropriate rate under ORS 279.525(4). The State answered on June 23, with a general denial coupled with affirmative defenses of notice and engineer's decision. A motion for summary judgment was filed by Plaintiff on September 30, 1987 with a memorandum filed by the State in reply on October 8, 1987. The State noticed and

William L. Cloran
Signature of Attorney

for Kendall M. Barnes
Concurrence of Chief Counsel

cc: John McCulloch
J. B. Boyd
M. M. Mead
Adele Egan
Region Engineer

deposed Mr. Wayne DeWitt, principal of Stach's subcontractor, DeWitt Construction Co., Inc. The matter was set for trial on November 16, 1987, but has been resolved through a stipulated judgment of dismissal with prejudice and without cost to any party.

2. Description of Facts Giving Rise to the Complaint. On or about January 16, 1986, the Oregon State Highway Division entered into Contract No. 10170 with Stach Construction Co., Inc. The purpose of the contract was erection of a bridge to replace an existing structure on Little Butte Creek in Jackson County, Oregon. Stach Construction Co. subcontracted with DeWitt Construction Co., owned by Wayne DeWitt, to prebore holes for pilings. A sheet of the plan showed the result of the State's boring logs in the area. Upon mobilization of equipment and commencement of drilling, DeWitt claimed to have encountered gravels, cobbles and boulders not shown on the plans which delayed the work and increased its cost. It was the State's position that examination of the site and correct interpretation of the borings would show the likely presence of gravels, cobbles and boulders, and that incorrect equipment was initially mobilized to deal with site conditions.

3. Legal Issues in Dispute. The legal issue in dispute is whether or not the display of the borings on Defendant's drawings represented that the site conditions alleged by DeWitt existed in lieu of those that were encountered as shown as the drawing as a set of symbols describing conditions likely to be encountered as gravels, cobbles and boulders. A note to the side of the boring log described the material as sandy gravel and roadway fill. It was the interpretation of the State that these were to be read together, giving effect to all parts of the contract. Northwest Pacific Indemnity Company v. Junction City Water Control District, 295 Or. 553, 558, 660 P.2d 1206 (1983), modified 296 Or. 365 (1984); United States National Bank of Oregon v. Caldwell, 64 App. 639, 643, 655 P.2d 180 (1982), review denied ___ Or. 536. It was the State's contention that the combination of the words, graphic display and legend lead one to believe that there were gravels, cobbles and boulders present.

Further, the State contended that Stach was under an obligation to examine the worksite under Standard Specifications for Highway Construction, 1984, ¶10205, which it did not do. Plaintiff's failure to abide by bid conditions was therefore deemed to be the cause of most of its difficulties.

4. Resolution of Disputes/Lessons Learned. Following the deposition of Mr. Wayne DeWitt, Plaintiff inquired as to whether or not there was any basis for settlement. DeWitt is a frequent litigator. After consultation with the Highway Division, Plaintiff was informed that the State intended to

take the matter to trial on the 16th, and saw nothing to be gained through settlement. We felt that the trial process would discourage DeWitt from making further unsubstantiated claims and that the State would prevail. The cost of trial was in this instance deemed to be worth incurring to obtain an adjudicated victory. Approximately one week after that was communicated to Plaintiff, Plaintiff contacted us through its attorney, Dan Seifer, and announced that it was voluntarily entering a dismissal with prejudice. This matter has now been concluded. It is difficult to discern anything that the State could have done to avoid suit. The project managers handled the matter well, the file was adequately documented, there were no lessons learned in that regard.

5. Conclusion. Plaintiff's voluntary dismissal makes an end to the matter, albeit a somewhat frustrating one. There was a real purpose to be served by bringing this matter to trial which is not served as completely through the vehicle of a voluntary dismissal.

4696/re

10,170

April 16, 1987

CON 5 - #10,170

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On March 27, 1987, we wrote to you concerning release of final payment on Contract No. 10,170 awarded to Stach Construction Co., Inc. for work on the South Fork Little Butte Creek Bridge in Jackson County.

Final payment on this contract is $500.00 and the total contract amount is $333,880.24 including $3,163.21 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Stach Construction Co., Inc.
235 West Scenic
P.O. Box 730
Grants Pass, OR 97526

Kingrey, Price & Duyck, Ins.
P.O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
James J. Gix

3/Clora~ / $18,243

In the CIRCUIT Court of the State of Oregon

For the County of MARION

I accept service on 6-2-87 at 4:50 p.m. Kathy Theis

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO., *Plaintiff*	
vs.	No. 87C-11078
STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division, *Defendant*	SUMMONS

To Mr. David B. Frohnmayer
Attorney General
100 Justice Building
Salem, OR 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF ATTORNEY/AUTHOR FOR PLAINTIFF

Rodney R. Mills 82340
ATTORNEY'S/AUTHOR'S NAME (TYPED OR PRINTED) BAR NO. (IF ANY)

900 S. W. Fifth Avenue, Suite 1516
ADDRESS

Portland, OR 97204 223-6740
CITY STATE ZIP PHONE

Daniel J. Seifer 69156
TRIAL ATTORNEY IF OTHER THAN ABOVE (TYPED OR PRINTED) BAR NO.

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

ATTORNEY(S) FOR PLAINTIFF(S)

SEIFER, YEATS, WHITNEY & MILLS
ATTORNEYS FOR PLAINTIFF
Suite 1516
900 S. W. Fifth Avenue
Portland, Oregon 97204
(503) 223-6740

FORM No. 190—SUMMONS ©1985
Stevens-Ness Law Pub. Co.
Portland, OR 97204 OS

Certified to be a true and correct
copy of the original.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

HENRY G. STACH, sometimes doing business as STACH CONSTRUCTION CO., Plaintiff,	)	No.
v.	)	COMPLAINT (Breach of Contract)
STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, Highway Division, Defendant.	)	

Plaintiff alleges:

1

Plaintiff is an individual sometimes doing business as Stach Construction Co., and is a general contractor with his principal office in Salem, Oregon. Defendant may be sued pursuant to ORS 30.320 and other provisions of law.

2

Prior to 1986, defendant determined to construct a bridge on the South Fork of the Little Butte Creek in Jackson County, Oregon (hereinafter the "Project"). In furtherance of its determination, defendant prepared detailed plans and specifications describing the proposed work of construction. The work included, among other things, the installation of pilings at bent 2 of the bridge. The plans and specifications required that the holes for the piling at bent 2 were to be pre-bored, and described in detail the nature of rock and soil materials to be encountered at the location of the bent 2 piling.

3

Defendant invited sealed, competitive bids for construction of the Project in accordance with the plans and specifications prepared by defendant. Plaintiff submitted the low, responsive and responsible bid, and was awarded a contract by defendant. On or about January 16, 1986, defendant and plaintiff entered into OSHD Contract No. 10170 (hereinafter the "Contract") whereby plaintiff agreed to construct the Project in accordance with defendant's plans and specifications, and defendant agreed to make payment to plaintiff therefore in accordance with the prices provided in plaintiff's bid. The contract documents included defendant's standard specifications, supplemental standard specifications and special provisions, and plans.

4

By furnishing the plans and specifications to plaintiff for bid, and by incorporating the plans and specifications into the Contract, defendant impliedly warranted that the plans and specifications, and the details of construction shown therein, were adequate, accurate and complete.

5

The Contract further provided, amongst other things, that in the event the plans and specifications or the details of construction therein shown were changed or altered, defendant would make payments to plaintiff in addition to the Contract

///

price in such amounts as fairly and equitably reimbursed plaintiff's costs of performing the work as changed or altered.

6

Plaintiff has performed all the obligations on its part to be performed under the Contract.

7

Defendant breached its implied warranty because the plans and specifications and the details of construction therein shown were, in fact, inaccurate, inadequate and incomplete, in that, amongst other things, the rock and soils materials actually encountered at bent 2 of the bridge were different in nature and character than as described in the plans and specifications.

8

As a result of the inaccurate, inadequate and incomplete plans and specifications, Defendant changed and altered the details of construction and changed the nature and character of the pre-boring work performed by plaintiff. Plaintiff timely requested that defendant make payments to plaintiff as provided in the Contract. Defendant breached the Contract by failing and refusing to make payment to plaintiff for costs incurred as a consequence of the changes and alterations in the details of construction.

9

By reason of defendant's breaches as above alleged, the nature, extent and cost of plaintiff's work necessary to pre-bore the holes for the piling at bent 2 was changed and increased and plaintiff was required to expend labor and provide equipment, materials, supplies and supervision additional to the Contract requirements, all of a fair and equitable value of not less than $ 18,243, and defendant is indebted to plaintiff in said sum, together with interest thereon at the rate of 1% per month as provided by ORS 279.575.

WHEREFORE, plaintiff demands judgment against defendant in the sum of $ 18,243, together with interest thereon in accordance with ORS 279.575 from the time that payment was due, and for plaintiff's costs and disbursements incurred herein.

DATED this 9th day of April, 1987.

SEIFER, YEATS, WHITNEY & MILLS

Daniel J. Seifer (RRM)
Daniel J. Seifer, No. 69156

Rodney R. Mills, Bar No. 82340
Of Attorneys for Plaintiff

10,170

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10170

TO: Commission Services

DATE: March 24, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10170, On Site Work Substantially Completed August 15, 1986

All Work Completed January 14, 1987

Project South Fork Little Butte Creek Bridge

Highway South Fork Little Butte Creek Road

County Jackson

Type of Work Grading, Paving and Structure

Contractor Stach Construction Co., Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-27-87 - Surety letter written.

RECEIVED
MAR 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,170

N

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

March 24, 1987

In Reply Refer to
File No.:

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, OR 97526

CON 5
10170

Re: Appeal Request
Claim Review
South Fork Little Butte Creek Bridge
Contract No. 10170

Your request for reconsideration of the decision rendered in State Highway Engineer Larry Rulien's December 12, 1986, letter concerning the above contract claim has been reviewed. Mr. Rulien's letter denied this claim based upon your failure to comply with the notice of claim provisions of subsection 109.05 of the contract Standard Specifications.

We have reviewed the letter submitted by Attorney Daniel J. Seifer on behalf of your subcontractor and find that it contains no material data or information not considered in Mr. Rulien's prior decision in this matter, and your request for reconsideration is denied.

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

cc: Larry Rulien
Daniel J. Seifer
Ron Busey/attach.
Jim Gix/attach.

RECEIVED
STAT HWY ENGR
MAR 24'87
REFER TO
FOR
Info | Inves | R/D | [illegible]

STACH
CONSTRUCTION COMPANY

POST OFFICE BOX 730 • 235 WEST SCENIC DRIVE • GRANTS PASS, OREGON • 97526

N

January 16, 1987

Oregon Dept of Transportation
Transportation Building
Salem, Oregon 97310

ATTN: Larry Rulien
Engineering DEpt.

RE: South Fork Little Butte Creek Bridge
Contract No. 10170
Wayne DeWitt Claim

As per request of Daniel Seifer, attorney for Wayne DeWitt we are herewith forwarding the chronicle of events regarding timely notice for the claim on the South Fork Little Butte Creek Project, Contract No. 10170. Please find letter dated FEbruary 12, to us from DeWitt, received by us February 19th, regarding notice of claim and our transmittal letter dated February 20th. Also a copy of letter dated February 28th, received in our office March 3rd, acknowledgement of claim letter. The enclosed material is to substantiate the claim being received in a timely matter and should be considered on these merits.

Henry G. Stach, Pres.

HGS/bcs

cc Seifer, yates, Whitney & Mills

cc Jack Sollis, Assistant Attorney General

no resp. nec

claims Review Board handling

cy - Commission Services

Orig to Jackmond Act WES 1/26

RECEIVED
STAT HWY ENGR
JAN 20'87
REFER TO
FOR
Info Inv R/D D/R Sign File

RECEIVED
JAN 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SEIFER, YEATS, WHITNEY & MILLS
ATTORNEYS AT LAW
SUITE 516
900 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

[illegible] J. SEIFER
[illegible]BETH YEATS
[illegible]N G. WHITNEY
[illegible]EY R. MILLS

TELEPHONE
503) 223-6740

January 14, 1987

Mr. Henry G. Stach
Stach Construction
P. O. Box 730
Grants Pass, OR 97526

Re: South Fork Bridge, OSHD Contract No. 10170

Dear Mr. Stach:

We have been asked to assist DeWitt Construction in obtaining further consideration by the Oregon State Highway Division of DeWitt's claim, presented through you, on the referenced project.

After presentation of the matter to the Claims Review Board, the State Highway Engineer notified you that the claim was denied for apparent lack of notice. Although it was not extensively discussed at the Claims Review Board meeting, DeWitt Construction vigorously asserts that the State had actual notice of its contentions, and requests that the State Highway Engineer, through the Claims Review Board, reconsider the claim on its merits.

As you are aware, Wayne DeWitt is the president and principal owner of DeWitt Construction. Mr. DeWitt tells me, and is prepared to affirm under oath if necessary, that he traveled to Medford on the evening of February 10, and spent the entire day of February 11, 1986 at the project site, observing the problems and difficulties which are the subject of the present claim. No representative of OSHD was on the job site that day. Accordingly, in the latter part of the afternoon, Mr. DeWitt returned to Medford to talk with some representative of OSHD. After going to the wrong OSHD office and being directed to the Project Manager's office, on the Old Highway north of downtown, Mr. DeWitt asked to see the Resident Engineer by referring to the project. He was told that the gentleman was not in the office, and was referred to another gentleman, who he describes as being perhaps six feet tall, relatively slender, apparently in his 40's, and sitting at a desk in an office to the right of the entry, perhaps the last office in the corner. Mr. DeWitt explained to the gentleman, whose name he cannot recall, why he was in the Project Manager's office, describing the problems that had been encountered on the project that day, and that he felt the conditions were different than had been described in the contract documents, and that DeWitt felt that it had a claim. The gentleman indicated that he was not particularly familiar with the project, and suggested that Mr. DeWitt should also write a letter concerning the matter. Mr. DeWitt then asked the office secretary for directions back to the airport, from which location he again telephoned the Project Manager's office, and was able to speak with the assistant project manager on his project, who he believes was Mr. Vern Neiswanger. (Members of the Claims Review Board will recall that Mr. Neiswanger acknowledged this telephone conversation, and indicated that he had notes that it had taken place in his diary or log). Mr. DeWitt gave essentially the same explanation, in a shorter version, to Mr. Neiswanger.

The next day, from his office in Portland, Mr. DeWitt memorialized his position in letter form, which was sent to you. It was this letter that was inadvertently delayed in transmittal to the State.

We would ask that you furnish this further information directly to Mr. Larry Rulien, the State Highway Engineer, with a carbon copy to Mr. Jack Sollis, also at the Oregon State Highway Division, in the Transportation Building in Salem. Mr. Sollis has indicated to me that OSHD will review this further information, and respond to you concerning it.

Thank you for your cooperation and assistance.

Very truly yours,

SEIFER, YEATS, WHITNEY & MILLS

Daniel J. Seifer

RECEIVED
JAN 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

eWITT CONSTRUCTION INC.
P.O. BOX 20938
PORTLAND, OR [illegible]220 • (503) 257-8808

PILEDRIVING
SHORING
COFFER DAMS

FEB 19 1986

Henry Stach
Stach Construction
P.O. Box 703
Grants Pass, Oregon 97526

February 12, 1986

Re: Little Butte Creek Bridge - Oregon Department of Transportation.

Dear Mr. Stach;

The soil borings shown on sheet 2 of 7 drawing 4.446, which are a part of the contract, are incorrect. The depicted "Roadway fill, sandy gravel", is in fact sand, Gravel, cobbles, and boulders to 200 pounds and 18 inches in length.

This error is causing a great deal of extra costs to achieve the drilling required per our subcontract. Please advise the owner that we will be submitting our extra costs at a later date for this additional work.

In addition to the extra costs the time required to complete will be lengthened to aquire different tools and to physically drill and case the holes through the cobbles and boulders.

Sincerely,

Wayne DeWitt

Wayne DeWitt
President

RECEIVED
JAN 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WD:kh

MAR 03 1986

RONALD V. BUSEY*PROJECT MANAGER*2690 N. PACIFIC HWY MEDFORD OR 97501
Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

February 28, 1986 PH 776-6001

Stach Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon 97526

S. Fork Little Butte Creek Bridge
Contract No. 10170

Attn: Henry Stach

On 2-24-86 this office received a copy of a letter dated 2-12-86 from Wayne DeWitt of DeWitt Construction Company of Portland indicating they plan to file a claim for additional work for preboring the holes for piling on subject project

We do not agree that drawing no. 40446 is in error, as Mr. DeWitt claims. The drawing clearly shows gravels, cobbles and boulders in the legend of materials that was found in the roadway fill. Cobble is gravels that vary from 3" to 12" in size. A boulder is larger that 12".

The plans and specifications require a hole be prebored to elevation 65. We do not require the casing be installed and the hole cleaned out. DeWitt is cleaning out the holes prior to setting the pipe pile as per instructions from your superintendant Mr. Brian Thompson or from Mr. George Guise, your Construction Manager.

If a claim is filed, we will submit it to our Region Office for their consideration. However we will recommend the claim be denied at this level.

Sincerely,

for Ronald V. Busey
Project Manager

xc: Bill Quinn

RECEIVED
JAN 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

To DeWitt 3-3-86

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1500(4)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Jackson

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40054

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 3, 1986
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

South Fork Little Butte Creek Br # 29C256000-00398

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 11/21/86 we approve the revised Preliminary Engineering costs to a TEC of $63,550; Federal Funds $50,840.

(Increase TEC $31,950; Federal Funds $25,560)

RECEIVED
STATE HWY ENGR
DEC 17 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/17

14. DATE 12/15/86
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

December 12, 1986

Henry Stach
Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, OR 97526

CON 4-6

Claim Review
South Fork Little Butte Creek Bridge Section
South Fork Little Butte Road
Jackson County
Contract No. 10170
Project No. BROS-1500(7)

Your claim on the above-captioned project was heard by the Claims Review Board on Wednesday, November 5, 1986, and as a result of the evidence presented at that meeting the following resolution has been made:

Work on Hole No. 1 of Bent 2 was started on Februay 5, 1986, and no attempt was made to notify the State until a letter was written, dated February 12, 1986. That letter was not received by the State until February 24, 1986.

Subsection 109.05 of the Standard Specifications requires the contractor to supply a written statement at the time of occurrence or at the beginning of the work upon which the claim is based. It also states:

"Submission of notice of claim as specified shall be mandatory, and failure to comply shall be a conclusive waiver to such claim for damages by the contractor."

On this basis, your claim is denied.

Larry Rulien
State Highway Engineer

cc W. E. Schwartz
C. O. Fredrickson
G. A. Potter
J. J. Gix
R. A. Royer
J. B. Boyd
D. R. Adams
T. W. Litchfield
R. V. Busey
J. L. Sollis

TWL:ja sl

STATE OF OREGON
PLANNING SECTION

INTEROFFICE MEMO
CON 4-4

TO: Larry Rulien
State Highway Engineer

DATE: November 20, 1986

FROM: Robert E. Royer
Robert E. Royer, Chairman
Contract Claims Review Board

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 21 '86
REFER TO Pat
FOR
Info | Invest | R/D | O/R | Sign | Act | File

SUBJECT: Claims Review Board Meeting
November 5, 1986
South Fork Little Butte Creek Bridge Section
South Fork Little Butte Road
Jackson County
Contract No. 10170
Project No. BROS-1500(7)

The claim of Stach Construction Company, Inc. of Grants Pass, the prime contractor, and DeWitt Construction, Inc. of Portland, the subcontractor, was heared by the Claims Review Board on Wednesday, November 5, 1986, in Room 205 of the Transportation Building from 9:30 a.m. to 10:25 a.m. The following people were in attendance at the meeting:

Representing the Oregon State Highway Division: R. E. Royer, D. R. Adams, J. B. Boyd, T. W. Litchfield, Jack Sollis, O. B. Jackmond, Bob Aldrich, Vern Neiswanger, Glen R. Thommen.

Representing Stach Construction Company: Henry Stach, Contractor.

Representing DeWitt Construction, Inc.: Wayne DeWitt, President; Guy Banks, Vice President; Ty DeWitt, Superintendent.

This contract required either 24-inch diameter cast-in-place concrete piles or HP 14 x 89 steel piles under the footings for the two bents of this bridge. The contractor elected to use steel piles, and this required preboring to elevation 65, which was about 30 feet below the ground surface.

The contractor claims that the foundation data shown in the plans on Drawing No. 40446 does not represent what he actually encountered when preboring at Bent 2, and this cost him at least $20,000 more than he expected.

The State claims that the contractor did not adequately inform himself before bidding, and that the information shown on the plans is for information only and is not intended to be a conclusive representation of the material expected to be encountered.

Mr. Stach opened the discussion by deferring to Mr. DeWitt who presented the case for the contractor. Mr. DeWitt presented a letter dated October

31, 1986 to which were attached foundation data from the Umpqua River Bridge (Bullock Road) project, the subject project, and a Powder River Bridge site at the Hole-in-The-Wall Slide on the Baker-Copperfield Highway in Baker County. Also attached was an article from "Foundation Drilling" magazine. That described the decision of the Court of Claims of the State of West Virginia for the L. R. Skelton and Company vs. Department of Highways case. Mr. DeWitt states that is an exact parallel to his situation in this case. He also presented pictures of the cobbles they encountered and daily progress reports prepared by his drillers on the project. Mr. DeWitt mentioned he had built other projects without submitting claims because the information on the drill logs was accurate. On the Bullock Road Bridge job in Douglas County (Contract No. 10,059), the Claim Review Board recommended a settlement be made with the contractor upon receipt of suitable supporting information. Mr. DeWitt claimed the State's plans for this project were in error, and presented the bidders inaccurate information upon which to base their bids.

Mr. Aldrich presented an unreduced copy of Drawing No. 40446 upon which the location of all the piles were shown with respect to the test holes drilled during the design process. This revealed that Test Hole No. 2 about 17 feet from the nearest pile and was about 43 feet from the farthest pile, the holes for which were drilled along the centerline of Bent 2. He also said that the contractor neither adequately informed himself before bidding the project, nor filed timely notice with the State of his intent to make a claim.

Mr. Jackmond mentioned that the borings show only the condition at that test hole site, and it is up to the contractor to make his own interpretation of what might be encountered when actually drilling for the piling.

Further discussion with both Mr. Stach and Mr. DeWitt revealed that the main thrust of their claim is based on the fact that Test Hole No. 2 on Drawing 40446 stated "roadway fill, sandy gravel" as the description of the material in the top 15 feet of the test hole, although the symbol indicated "gravels, cobbles and boulders" in addition to the sand. They reiterated their statement that the State misrepresented the facts, insisted there were changed conditions after the bidding, and felt they are entitled to additional payment.

Other facts that came out in the discussion were:

> The most trouble encountered by the contractor occurred in Hole No. 1 of Bent 2, which was the farthest (about 43 feet) from Test Hole No. 2.
>
> Mr. DeWitt did not look at the foundation report, which was available to him prior to bidding, and did not look at the site prior to bidding. This was the second claim of this type Mr. DeWitt has made in a year and a half, and, he stated, is anxious to go to court to resolve the issue.

Mr. Thommen implied that the drilling information obtained in Region 5 at the Hole-in-The-Wall Slide may have been obtained with a larger drill, and that a geologist does, in fact, accompany the drill crew in the field during test hole drilling.

With no additional information to be presented by either side, the meeting was adjourned at 10:25 a.m.

The Claims Review Board then deliberated the merits of the information presented and examined samples from Test Hole No. 2 that Mr. Aldrich provided.

Mr. Sollis advised the Board that since Mr. DeWitt is anxious to go to court to resolve this problem, nothing should be stated in the settlement of this case that would prejudice possible litigation. He pointed out that the contractor began having problems with his drilling operation on February 5, 1986, but he did not notify the engineer of the situation, and of his intention to make a claim, until the letter was received in the Project Manager's office on February 24, 1986, although the letter was dated February 12, 1986.

Subsection 109.05 of the Standard Specifications states, in part:

> "...When, in the opinion of the Contractor any situation arises which entitles him or will entitle him to compensation additional to that which he will receive under the contract as bid ..., the Contractor shall notify the Engineer of the situation and of his intention to make claim for such additional or extra compensation.
>
> "A written statement describing (1) the act of omission or commission by the Division or its agents that allegedly caused damage to the Contractor and (2) the nature of the claimed damage, shall be submitted to the Engineer at the time of occurrence or at the beginning of the work upon which the claim and subsequent action is based. ...Submismission of notice of a claim as specified shall be mandatory, and failure to comply to shall be a conclusive waiver to such claim for damages by the Contractor. Oral notice or statement will not be sufficient nor will notice or statement after the event since it tends to hinder, if not prevent, the Division's investigation of the pertinent facts. ..."

Therefore, the Board decided no payment was due the contractor because he had failed to submit a notice of claim as specified and thus waived conclusively any claim for damages.

However, the Board also felt that the contractor had not adequately informed himself before submitting a bid, since he neither visited the site nor looked at any of the foundation data which was available for his information.

Further, the recommended claim settlement on the Bullock Road Bridge project (Contract No. 10059) was made after it was demonstrated that holes drilled by the contractor straddled the location of our test hole, and provided information that raised our doubts as to the accuracy of the foundation information we showed on the plans. In this case, the test hole we drilled was about 17 feet from any hole drilled by the contractor and was over 43 feet from the hole on which the contractor had the most difficulty. Therefore, any information shown on the plans regarding our test hole had to be evaluated by the bidders with this in mind after viewing the project site in the field.

So, although the reason for denying the claim is that the contractor did not provide us timely notice, sufficient evidence was produced to support a denial of the claim on the basis of subsection 102.05 which states in part:

> "The bidder is expected to examine carefully the site of the proposed work, the proposal form, plans, specifications, supplemental specifications, special provisions and contract forms before submitting a proposal. The submission of a bid shall be considered prima facie evidence that the bidder has made such examination and is satisfied as to the conditions to be encountered in performing the work and as to the requirements of the plans, specifications, supplemental specifications, special provisions (including completion time) and contract. ..
>
> "Where the Division has conducted subsurface explorations, records of these investigations will be made available for the bidder's inspection and evaluation at the offices of the Project Manager and the Region Engineer.
>
> "Upon request, the bidder may obtain a copy of these records from the above offices. Samples of subsurface material, when such have been taken during these explorations, will be available for inspection and evaluation at the office of the Region Engineer.
>
> "While subsurface investigations will have been performed with reasonable care, there is no warranty or guarantee, either expressed or implied, that they will disclose the actual conditions which will be encountered during the progress of the work. The sole purpose of these investigations was to furnish planning and design information for the project.
>
> "Any interpretation or evaluation of the Division's subsurface investigation record made by the bidder as to types, characteristics, quantity or quality of any subsurface material or condition shall be at the sole risk of the bidder.

> "The data shown in the individual log of each test boring apply only to that particular boring taken on the date indicated and is not intended to be conclusive as to the character of any material or conditions between or around test borings at the time of examination of the site.
>
> "When such data is shown in the plans as foundation data, it is understood and agreed that it does not constitute a part of the contract. Such data is included in the plans only for the convenience of the bidder."

As stated in a letter to you dated April 1, 1986 regarding the Bullock Road project (Contract No. 10059), it appears desirable to adopt as a policy the practice of putting disclaimers on plan sheets we put in bidding documents. It would also be helpful if the size of drill used to drill the test holes was shown, so that anyone examining the information could judge the accuracy of the information provided with respect to the proposed method of construction.

We recommend that you discuss this with Mr. Ed Hunter and have an appropriate policy prepared by the Technical Services Branch. This should be approved by the Chief Counsel before going into effect.

TWL:ja

10, 17

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: November 21, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40054
Project No. BROS-1500(4)
S. Fork Little Butte Creek Bridge Section
Jackson County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

This is the final request for this project which reflects an increase in most activities due to underestimating the work required on the original authorization. This along with the addition of unanticipated right-of-way has effected this increase.

The preliminary engineering costs are $63,550.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised proect agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul Singer
Region 3
General Files ✓

Form 734-3122

10,170

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

STATE OF OREGON 1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

November 18, 1986

RECEIVED
NOV 2 01986
ROAD DESIGN
SECTION

RDE
FDE
SE ✓
LE
LPR
GTE
PDE
PDS
BPM
LPC
LA
LDS
RWD
FLC
OFFICE
Copy All
Return To

Mr. Ted Litchfield
Department of Transportation
225 Transportation Bldg.
Salem, OR 97310

Re: Claim of Stach Construction Company
Contract No. 10170

Dear Ted:

I've reviewed the materials forwarded to me on November 17 concerning Stach Construction Company's claim on the South Fork Little Butte Creek Bridge. I concur with the opinion previously rendered by Mr. Sollis and I believe the proposed letter for Mr. Rulien's approval is appropriate. Written notice to the engineer was required.

Very truly yours,

William F. Cloran

William F. Cloran
Assistant Attorney General

WFC:na-9

cc: Jack Sollis
Bryant Jackmond

RA Royer
DR Adams
JB Boyd

D. R. ADAM

RECEIVED
STATE HWY ENGR
NOV 21 '86
REFER TO
FOR

Info	Immed	R/D	O/R	Sign	Act	File

10,170

Project Prospectus
Part 4 - Survey Autho[illegible]ty

KEY 01736

Section SOUTH FORK LITTLE BUTTE CREEK BRIDGE #16687
Highway Hwy No. 2015 Region 3
County JACKSON Co. No. 15

Authorization No. 04 PE EA NO C2151911 Date 17NOV86

		ORG UNIT	EST COST	CURRENT AUTH			ORG UNIT	EST COST	CURRENT AUTH
900	PROJECT		15060	15060	914	UTILITY	7783	310	310
	ENGRING		0	0		LIAISON	3060	20	20
	FLD OFF		0	0	915	LNDSCPE	7114	0	0
901	PROJ	APPL	0	0	916	PHOTO	7142	0	0
	ENGRING	CONSL	0	0	917	INVNEED	N/A	0	0
902	CITIZNS	N/A	0	0	920	PROGRAM	0600	110	110
903	FNL DES	74	1130	1130	921	SPECS	7200	2310	2310
	BRIDGE	74	0	0	923	ENVIR	7500	100	100
	FNDTN	3011	4760	4760		STUDIES	75	0	0
904	PRELIM	7112	0	0			75	0	0
	DESIGN		0	0				0	0
905	FNL DES	7300	4220	4220	925	AIR MON	7510	0	0
906	REDESIG	73	0	0	927	FREE BR	7400	27010	27010
907	TPDTDES	7331	1120	1120		DESIGN	74	0	0
908	FLD TST		1000	1000	929	BR SPEC	7200	200	200
909	R/W DES	7111	560	560	933	BAS DES	7141	100	100
910	R/W MAP	7111	1000	1000	934	GEO TEC	7120	0	0
911	SIGN	7600	130	130	937	HYDRAUL	7143	1700	1700
	AND	76	0	0	949	SYS STD	N/A	0	0
	SIGNAL	76	0	0	960	PROSPEC	7144	0	0
	DESIGN	3050	70	70	961	HEARING	7113	0	0
912	RR MAPS	73	0	0	962	RECON		0	0
913	RW LIA	7760	0	0	963	REV SVY	7113	1470	1470
964	PREPARE				980	PUBLIC			
	PERMITS	7000	170	170		HEARING	N/A	0	0
990	OTH ACT	N/A	0	0	020	TRAIN	N/A	1000	1000
050	AUDIT	0500	0	0					

TOTALS	63550	63550
PREV AUTH		31600
ADD. AUTH REQ		31950

R/W EA 122529
PE Funding FEDERAL
FA PROJ NUM BROS-1500(4)(7)(10)

Remarks: THIS IS THE FINAL REQUEST FOR THIS PROJECT WHICH REFLECTS AN INCREASE IN MOST ACITIVITIES DUE TO HAVING UNDERESTIMATED THE WORK REQUIRED ON THE ORIGINAL AUTHORIZATION.

Prepared By S. SPECHT	Date 17NOV86	Appr Asst Engr E.S.HUNTER	Date 18NOV86
Region Engineer X	Date X	Approved O.T.C.	Date 03APR84
Location Engineer W.GEIBEL	Date 17NOV86	Appr FHWA	Date 03DEC86

10,170

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-53

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-7-86

State Oregon

County Jackson

Project Number BROS-1500(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 27, 1986 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 358,259	$ 381,049
Federal funds	$ 286,516	$ 304,748
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4TH day of NOV, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 27, 1986

FEDERAL AID PROJECT NO. BROS-1500(7)

SOUTH FORK LITTLE BUTTE CREEK BRIDGE SEC.
COUNTY ROAD
JACKSON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE (BR. NO. 16687)(STA. 11+63 TO STA. 12+93)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Loose Riprap, Class 700	$ 26.00	325	$ 8,450.00	614	$15,964.00
Filter Blanket	30.00	20	600.00	101	3,030.00
			$ 9,050.00		$18,964.00

Increase	$ 9,914.00
Subtotal from estimate of January 21, 1986	232,645.44
Subtotal	$ 242,559.44
Engineering	33,406.56
Total	$ 275,966.00

TYPE CODE I000
ROADWAY (STA. 7+11.63 TO STA. 11+63 AND STA. 12+93 TO STA. 17+39.81)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	$ 7.20	2,215	$15,948.00	2,826	$20,347.20
1"-0 Aggregate Base	9.40	2,460	23,124.00	2,884	27,109.60
Class "C" Asphalt Concrete	37.00	530	19,610.00	563	20,831.00
18" Culvert Pipe	18.00	66	1,188.00	136	2,448.00
			$59,870.00		$70,735.80

Increase	$ 10,865.80
Subtotal from estimate of January 21, 1986	82,902.82
Subtotal	$ 93,778.62
Engineering	11,191.38
Total	$ 104,970.00

Length of Project	Structure	0.025 mi.
	Roadway	0.170 mi.
	Total	0.195 mi.
Cost of Roadway Per Mile		$ 553,494.11

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Structure	117	$ 275,966.00	$ 220,772.00	$ 27,597.00	$ 27,597.00
Roadway	117	104,970.00	83,976.00	10,497.00	10,497.00
Subtotal		$ 380,936.00	$ 304,748.00	$ 38,094.00	$ 38,094.00
Nonparticipating		113.00	---	---	113.00
Total		$ 381,049.00	$ 304,748.00	$ 38,094.00	$ 38,207.00

Group 010 = 0%; 011 = 100%
Contract No. 10,170
Prefix: C215-1911 P.E.
Prefix: C10170
RLC:bkb

10,170

STATE COPY

TO BE COMPLETED BY FHWA

1-129

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

1-27-86

STATE Oregon
COUNTY Jackson
PROJECT NO. BROS-1500(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

South Fork Little Butte Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-26-85	0.195

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 358,259.00	FEDERAL FUNDS $ 286,516.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JAN 27 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon January 21, 1986

Federal Aid Project No. BROS-1500(7)

South Fork Little Butte Creek Bridge Section
County Road in Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure (Br. No. 16687)(Sta. 11+63 to Sta. 12+93)

Mobilization	All Required	(78%)		$ 13,260.00
Temporary Protection and Direction of Traffic	All Required			1,000.00
Temporary Signs	Sq. Ft.	265	6.00	1,590.00
Temporary Barricades	Each	4	70.00	280.00
Temporary Guardrail, Type 2A	Lin. Ft.	75	10.00	750.00
Temporary Concrete Barriers	Lin. Ft.	75	16.00	1,200.00
Flaggers	Hour	120	20.00	2,400.00
Clearing and Grubbing	All Required	(50%)		600.00
Toe Excavation	Cu. Yd.	350	6.00	2,100.00
Guardrail, Type 3	Lin. Ft.	100	28.00	2,800.00
Type 2 Fence	Lin. Ft.	300	3.60	1,080.00
Loose Riprap, Class 700	Cu. Yd.	325	26.00	8,450.00
Filter Blanket	Cu. Yd.	20	30.00	600.00
Bridge Removal Work	All Required			6,500.00
Shoring, Cribbing, Etc.	All Required			1,000.00
Structure Excavation	Cu. Yd.	180	12.00	2,160.00
Structure Excavation Below Elevation Shown	Cu. Yd.	18	1.00	18.00
Furnish Pile Driving and Drilling Equipment	All Required			23,000.00

Alternate "A"

Furnish HP 14x89 Steel Piling	Lin. Ft.	280	26.00	7,280.00
Drive Steel Piles	Each	10	400.00	4,000.00
Structural Concrete, Class 3300 (100 C.Y.)	All Required			25,000.00
Structural Concrete, Class 4000 (110 C.Y.)	All Required			31,350.00
Reinforcement (17,000 lbs.)	All Required			8,000.00
Coated Reinforcement (17,000 lbs.)	All Required			10,000.00

130'/135' BT 72 Prestressed Beam	Each	5	13,350.00		66,750.00
Two Tube Steel Railing	Lin. Ft.	258	40.00		10,320.00
				$	231,488.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required	$	1,157.44
		$	1,157.44
	Subtotal	$	232,645.44
	Engineering		31,406.56
	Total	$	264,052.00

Type Code I000

Roadway (Sta. 7+11.63 to Sta. 11+63 and Sta. 12+93 to Sta. 17+39.81)

Mobilization	All Required	(22%)		$	3,740.00
Clearing and Grubbing	All Required	(50%)			600.00
Removal of Structures and Obstructions	All Required				200.00
Ditch Excavation	Cu. Yd.	70	10.00		700.00
Embankment in Place	Cu. Yd.	2,215	7.20		15,948.00
Trench Excavation	Cu. Yd.	27	8.00		216.00
Watering	M-Gal.	75	20.00		1,500.00
1"-0 Aggregate Base	Ton	2,460	9.40		23,134.00
Class "C" Asphalt Concrete	Ton	530	37.00		19,610.00
12-inch Culvert Pipe	Lin. Ft.	75	14.00		1,050.00
18-inch Culvert Pipe	Lin. Ft.	66	18.00		1,188.00
Guardrail, Type 2A	Lin. Ft.	250	15.00		3,750.00
Guardrail Anchors, Type 1	Each	4	350.00		1,400.00
Rail End Pieces, Type C	Each	4	90.00		360.00
Type 2 Fence	Lin. Ft.	300	3.60		1,080.00
16' Single Gate	Each	2	800.00		1,600.00
Extra for Asphalt Approaches	Each	7	150.00		1,050.00
Extra for Drainage Apron	Sq. Yd.	12	10.00		120.00
Delineators, Type 2	Each	17	22.00		374.00
Delineators, Type 4	Each	7	22.00		154.00
				$	77,764.00

Anticipated Items

Permanent Pavement Striping	All Required	$	1,670.00
Temporary Pavement Striping	All Required		830.00
Right-of-way Monumentation	All Required		500.00
Remove & Reinstall Signing	All Required		1,000.00
Roadside Seed and Mulch	All Required		750.00

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.) All Required		388.82
	$	5,138.82
Subtotal	$	82,902.82
Engineering		11,191.18
Total	$	94,094.00

Length of Project	Structure	0.025 mi.
	Roadway	0.170 mi.
	Total	0.195 mi.

Cost of Roadway Per Mile	$ 553,494.11

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Structure	117	$264,052.00	$211,241.00	$ 26,405.50	$ 26,405.50
Roadway	117	94,094.00	75,275.00	9,409.50	9,409.50
Subtotal		$358,146.00	$286,516.00	$ 35,815.00	$ 35,815.00
Nonparticipating		113.00	---	---	113.00
Total		$358,259.00	$286,516.00	$ 35,815.00	$ 35,928.00

Group 010 = 0% 011 = 100%
Contract No. 10,170
Prefix: C215-1911 P.E.
Prefix: C10170

10[illegible]

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) S. Fork Little Butte Cr. Bridge		WEEK ENDING Sept. 13, 1986
		CONTRACT NO 10170
HIGHWAY S.Fork Little Butte Cr Rd	COUNTY Jackson	F.A. PROJECT NO BROS-1500(7)
CONTRACTOR Stach Construction	KIND OF WORK Grading, Paving & Structure	DATE OF AWARD January 16, 1986

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 358,261.34	AUTHORIZATION	$ 28,408.39	FIRST NOTIFICATION DATE January 27, 1986
		COST THIS WEEK	$ 258.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 351,742.04	TOTAL TO DATE	$ 28,104.00	SECOND NOTIFICATION DATE AND August 30, 1986
ESTIMATED PERCENT OVERRUN/UNDERRUN	-2.0 %	PERCENT OF AUTHORIZATION	99 %	ESTIMATED SEMIFINAL SUBMITTAL DATE September 30, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
All	9/30/86			84	Yes

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	X	2,460	530	N/A	1	
EST. CORRECTED QUANTITIES		2,858	563			
EST. PERFORMED TO DATE		2,858	563			
PERCENT PERFORMED TO DATE		100	100		100	

ACTIVITIES THIS WEEK:

Mailed completed Semi-Final 9/10/86.

This is the last report

XX

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

XX

XX

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

F

Ron Busey - Medford

PROJECT MANAGER (SIGN)
Ron Busey

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

January 31, 1986

CON 5 - 10,170

Stach Construction Co., Inc.
235 West Scenic
P. O. Box 730
Grants Pass, OR 97526

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,170 for work on the South Fork Little Butte Creek Bridge Section of South Fork Little Butte Road in Jackson County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Fireman's Fund Insurance Co.
Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Kingrey, Price & Duyck Insurance
P. O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Ron Busey

STACH
CONSTRUCTION COMPANY

POST OFFICE BOX 730 • 235 WEST SCENIC DRIVE • GRANTS PASS, OREGON • 97526

December 20, 1985

DEPARTMENT OF TRANSPORTATION
Room 121
Transportation Building
Salem, OR 97310

ATTN: ROBERT GORMSEN

RE: Assigned Contract Goals
Jackson County, South Fork
Little Butte Road
Grading, Paving & Structure
South Fork Little Butte
Creek Bridge

ASSIGNED CONTRACT GOALS

Pacific Northwest Guardrail DBE
3904 NE Union Ave.
Portland, OR, 97212
ATTN: Joe Reece

Item No. 01	Mobilization	Lump Sum	$3,000.00
Item No. 19	Guardrail, Type 2A	250 ft @ 12.50/ft.	3,125.00
Item No. 20	Guardrail, Type 3	100 ft.@ 25.00/ft.	2,500.00
Item No. 21	Guardrail Anchors, Type 1	4 @ 345.00/ea.	1,380.00
Item No. 22	Rail End Pieces, Type C	4 @ 90.00/ea.	360.00
Item No. 29	Delineators, Type 2	17 @ 21.00/ea	357.00
Item No. 30	Delineators, Type 4	7 @ 12.00/ea	84.00
			$10,806.00

Service Steel Erection WBE
P.O. Box 37
Keno, OR 97627
ATTN: Bob Ellis

Item No. 42 & 43 Reinforcement
(installation only)34,000 lbs @ .14/lb$4,760.00

$4,760.00

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

K & K Contractors, Inc. WBE
10513 Hwy. 234
Gold Hill, OR 97525
ATTN: James Knifong

Item No. 01	Mobilization	lump sum	$3,000.00
Item No. 07	Flaggers	Approx. 40 hrs @ 20.00/hr	800.00
Item No. 10	Ditch Excavation	70 Cyd @ 7.00/Cyd	490.00
Item No. 12	Embankment in Place	2215 Cyd @7.22/Cyd	15,992.30
Item No. 14	Watering (M-Gal.)	70 @ 29.00/gal.	2,030.00
Item No. 17	12" Culvert	75' @ 15.00/ft.	1,125.00
Item No. 18	18" Culvert	66' @ 20.00/ft.	1,320.00
Item No. 27	Loose Riprap,class 700 (supplied to site, No placement)	325 Cyd @ 20.00/Cyd.	6,500.00
			$31,257.30

Contract Amount - - - -$309.852.00
3% DBE- - - - - - - - - 9,295.56
1% WBE- - - - - - - - - 3,098.52

Our Total DBE - - - - 10,806.00
Our Total WBE - - - - 36,017.30

Sincerely,

Henry G. Stach, Pres.

STACH CONST. CO., INC.

HGS/slb

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,170

JACKSON COUNTY, OREGON
200 ANTELOPE RD. • WHITE CITY, OREGON 97503

DEPARTMENT OF PUBLIC WORKS
JOSEPH L. STRAHL, DIRECTOR
(503) 826-3122

January 27, 1986

OREGON STATE HIGHWAY DIVISION
P.O. Box 1128
Roseburg, OR 97470

ATTENTION: Jack Ayres

RE: South Fork Little Butte Creek Bridge
Project No. BROS-1500(7)

Dear Jack:

Enclosed herewith a fully executed Limited Power of Attorney for your files on subject project.

Sincerely,

Wm Gaddis

William J. Gaddis, P.E.
COUNTY ENGINEER

sdw
attachment

cc: M Shultz
sent 1-30-86

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 31 1986
REFER TO Shultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The JACKSON COUNTY (Local Government Unit) hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either Larry Rulien, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller; for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the State Treasurer.

The JACKSON COUNTY (Local Government Unit) has deposited with the State of Oregon Investment Pool the sum of $10,800.00 in Account No. 4165. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with (Project Name)

SOUTH FORK LITTLE BUTTE CREEK BRIDGE #16687

PROJECT NO. BROS-1500(7).

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: Larry Rulien, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by JACKSON COUNTY (Local Government Unit) this 22 day of January, 1986 by a vote of the majority of a quorum of its governing body.

Gary Cadle
County Administrative Officer

Form No. 734-1812 (REV 11-85)

APPROVED as to form:

COUNTY COUNSEL

BEFORE THE BOARD OF COUNTY COMMISSIONERS

STATE OF OREGON, COUNTY OF JACKSON

IN THE MATTER OF AUTHORIZING)
ADDITIONAL LIMITED POWER OF)
ATTORNEY FOR THE SOUTH FORK LITTLE) ORDER NO. 17-36
BUTTE CREEK BRIDGE PROJECT)

WHEREAS, at its meeting of December 31, 1985, the Board of Commissioners appointed the Investment Manager of the Oregon State Excess Fund as attorney in fact in order to issue warrants against the local government investment pool for work on the South Fork Little Butte Creek Bridge project; and

WHEREAS, the state is now prepared to award the bid and requires the balance of $10,800 be deposited with accompanying limited power of attorney.

Now, therefore,

The Board of County Commissioners of Jackson County ORDERS:

1. The County Administrative Officer is authorized to appoint the Investment Manager of the Oregon State Excess Fund as attorney in fact so that he may have the power of attorney to negotiate warrants payable to the Oregon State Department of Transportation, Highway Division, for the additional $10,800.
2. The County Administrative Officer is authorized to execute other agreements necessary to complete the project, not to exceed the budgeted amount.

DATED this 22d day of January, 1986, at Medford, Oregon.

JACKSON COUNTY BOARD OF COMMISSIONERS

Stewart McCollom
Stewart McCollom, Chairman

absent
Jerry Barnes, Commissioner

Hank Henry, Commissioner

17-36

10,170

120 DOT Building
Salem, Oregon 97310

1-16-86

Jackson

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BROS-1580(4) Prefix 215-2529

Project Name SOUTH FORK LITTLE BUTTE CREEK BRIDGE

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

☒ 2. This is to certify that Jackson County acquired no right of way within the project limits between January 2, 1971 and April 12, 1985.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon, this 16th day of January, 1986.

County of Jackson

Gary Cadle
County Administrator

Certified By:

Regional Right-of-Way Supervisor
Date 2/12/86

Instructions: Complete A or B and C
R/W File No.

10,170

December 24, 1985

PRO

Joseph Strahl
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97503

Subject: South Fork Little Butte Creek Bridge
Project No. BROS-1500(7)
Jackson County

On December 19, 1985 the State Highway Division received a satisfactory bid from Stach Construction Company, Inc., P.O. Box 730, Grants Pass, Oregon 97526 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7968 and our Local Government Agreement the County is requested to deposit the balance of their share of the construction cost as computed below:

Contractors Bid		$309,352.00
Anticipated Items		6,297.00
Subtotal		$315,649.00
Contingencies (4-1/2%)		14,204,21
Engineering (9%)		28,408.41
Total Construction Cost		$358,261.62
Estimated P.E. Cost & R/W Cost		62,400.00
Less Free Bridge Design & Specs.		(29,000.00)
Less Federal Funds (80%)		(313,329.30)
Less State Share of Const. 1/2 Balance		(35,826.16)
Less County's Advance Deposits		
P.E. AD #83-108	$ 4,400	
65% Const. AD #85-143	$27,300 ✓	(31,700.00)
COUNTY'S REMAINING BALANCE DUE		$ 10,806.16
COUNTY'S SHARE AND ADVANCE DEPOSIT		$ 10,800.00

25 280

LGIP,
RECEIVED
1-14-86
WKS

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $10,800 by January 10, 1986. You may use one of the three options described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
bcc w/AD #85-156 Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-156 when advance deposit is received.
Donald L. Trout

10,170

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

December 16, 1985

Mr. Joseph L. Strahl, Director
Jackson County Public Works
200 Antelope Road
White City, Oregon 97503

In Reply Refer to
File No.:

Dear Mr. Strahl:

South Fork Little Butte Creek Bridge
Project No. BROS-1500(7)
Jackson County

Thank you for your prompt response to our inquiry on the subject project. Federal Highway Administration requires that each Highway Bridge Replacement Off-system project that exceeds the ten percent approach limitation meet the following three criterion if total HBR funding is requested:

1. The design must be a minimum touchdown for the approaches. No roadway work beyond this limit is eligible for HBR funding.

2. When the number one criterion has been met, we must determine if the local jurisdiction has any other funds available to accomplish work on the approaches beyond the ten percent bridge work limitation.

3. If there are no other funds available to finance such work, then we should determine if the local jurisdiction can do any of the approach work with its own forces or some other means.

The elevation of the proposed new structure was raised to meet a minimum standard for a 25-year flood frequency, and the minimum approach design has been applied. Your letter indicated that the County has no other funds available for this project, and that the County did not have manpower or equipment to perform any significant portion of the work with their forces.

We feel that you have satisfactorily met the criteria guidelines established by the Federal Highway Administration, and we will recommend that this project be funded in its entirety by Highway Bridge Replacement funds.

Please call if you have any further questions.

Cordially,

Original Signed by James J. Gix

JAMES J. GIX
Region Engineer

PROGRAM SECTION
MANAGER RESOURCE UNIT ——
FA UNIT PROGRAM UNIT ——
DEC 19 1985
REFER TO Shultz
R/D —— ACT —— REPLY ——
DISC —— INFO —— FILE ——

Form 734-1829

cc: G. Potter
W. Hart

10,170

December 4, 1985

PRO

Joseph Strahl
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97503

Dear Mr. Strahl:

Subject: South Fork Little Butte Creek Bridge
Project No. BROS-1500(7)
Jackson County

On December 19, 1985 the State Highway Division will receive bids on the subject project. This project is a Highway Bridge Replacement project and as per our Agreement No. 7968 and our Local Government Agreement, the County is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$420,000
Less Federal Funds (80%)	(336,000)
Less State share 1/2 Balance	(42,000)
County's Share	$ 42,000 ✓
65% of County's Share of Advance Deposit	$ 27,300

Approximately $60,000 of the approach work on the project is in excess of the federal 10% goal for HBR funding.

We have discussed this matter with Jack Ayres and understand we will receive your written response prior to the letting date.

We will award the contract when we receive your advance deposit of $27,300 and DBE/WBE goals have been met. Please submit your deposit by December 18, 1985.

You may use one of the three options described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

LGIP
Received
1-16-85
MKS

MKS:me
Attachment
bcc w/AD #85-143 Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-143 when advance deposit is received.
Gary A. Potter
Donald L. Trout

Called back
1-6-86 about
AD check with
County

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1500(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40054

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE November 26, 1985

8. FEDERAL ROUTE NUMBER - - -

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

South Fork Little Butte Creek Bridge #29C256000-00398

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 11-25-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $300,000; Federal Funds $240,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9-23-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 12/3/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 • PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

10,170

11-25-85

Section South Fork Little Butte Creek Bridge Sec. Programming Estimate $ 251,000
Highway South Fork Little Butte Road Project Length 0.19 Mi.
County Jackson Completion Time
Kind of Work Grading, Paving & Structure Est. Comp. Date Not Later Than September 30, 1986
Prefix C215-1911 Letting Date December 19, 1985 Project No. BROS-1500(7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Early PSE 9-30-85

		Alternate "A" ~~(original)~~	Alternate "B" ~~(revised)~~
Estimated Contract Amount . . . $		360,324.50	363,724.50
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping	1670-		
Temporary Pavement Striping	830-		
Remove Pvmnt Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished ______			
Roadside Seeding & Mulching	750-		
Statistical Asphalt Bonus			
On the Job Trainees ($0.80 x ____ hrs			
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Right of Way Monumentation	500-		
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	4,820- 1547		
Remove & Reinstall Signing (By Others)	1,000-		
Adjust Utilities:			
Total Anticipated Items $		~~6,570-~~ 6297	6,570-
Subtotal $		366,894.50	370,294.50
Contingencies (4-1/2%)		16,510.25	16,663.25
Engineering (8, [✓ 9], 10%)		33,020.50	33,326.50
Subtotal $		—	—
Credit for ______		—	-
Estimated Net Authorization, Construction . . . $		416,425.25	420,284.25

APPROVED

____
Road Design Engineer

ET22:ESTIM2.SG Rev. 9/85

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION South Fork Little Butte Creek Bridge	REFERENCE NAME/PHONE	COUNTY Jackson	SHEET 4 1 OF 3	
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH 0.19 Mi.	DATE 9-13-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 9/18/85 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING 12/19/85					
1	Mobilization			All	-	34,000 - ~~30,000^{00}~~
2	Temporary Protection and Direction of Traffic			All	-	3,700 -
3	Temporary Signs		Sq. Ft.	265	8 -	2,120 -
4	Temporary Barricades		Each	4	70 -	280 -
5	Temporary Guard Rail, Type 2A		Lin. Ft.	75	9 -	675 -
6	Temporary Concrete Barriers		Lin. Ft.	75	16 -	1,200 -
7	Flaggers		Hour	120	17 -	2,040^{00}
	ROADWORK					
8	Clearing and Grubbing			All	-	1,500^{00}
9	Removal of Structures and Obstructions			All	-	1,000^{00}
10	Ditch Excavation		Cu. yd.	70 ~~45~~	10 -	700 - ~~450^{00}~~
11	Toe Trench Excavation		Cu. yd.	350	10 -	3,500^{00}
12	Embankment in Place		Cu. yd.	2,215 ~~2,135~~	6^{50}	14,397^{50} ~~13,877^{50}~~
13	Trench Excavation		Cu. yd.	27	15 -	405^{00}
14	Watering		M-Gal.	75	15 -	1,125^{00}
15	1"-0 Aggregate Base		Ton	2,460	11 -	27,060^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION South Fork Little Butte Creek Bridge

REFERENCE NAME/PHONE

COUNTY Jackson

SHEET 4 2 OF 8

KIND OF WORK

KEY NUMBER

LENGTH 0.19 Mi.

DATE 9-16-85

NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
16	Class C Asphalt Concrete		Ton	530	41-	21,730^{00}
17	12-inch Culvert Pipe		Lin.Ft.	75	22-	1,650^{00}
18	18-inch Culvert Pipe		Lin.Ft.	66	24-	1,584^{00}
19	Guard Rail, Type 2A		Lin.Ft.	250 ~~163~~	18-	4,500- ~~2,934~~^{00}
20	Guard Rail, Type 3		Lin.Ft.	100	30-	3,000^{00}
21	Guard Rail Anchors, Type 1		Each	4	350-	1,400^{00}
22	Rail End Pieces, Type C		Each	4	90-	360^{00}
23	Type 2 Fence		Lin.Ft.	600	3-	1,800^{00}
24	16' Single Gates		Each	2	250-	500^{00}
25	Extra for Asphalt Approahes		Each	7	200-	1,400^{00}
26	Extra for Asphalt Drainage Apron		Sq.yd.	12	15-	180^{00}
27	Loose Riprap, Class 700		Cu.yd.	325	24-	7,800^{00}
28	Filter Blanket		Cu.yd.	20	20-	400^{00}
29	Delineators, Type 2		Each	17	20-	340^{00}
30	Delineators, Type 4		Each	7	15-	105^{00}
31	Single Mailbox Supports		Each	1	125-	125^{00}

SUMMARY — BID SCHEDULE — COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION South Fork Little Butte Creek Bridge		REFERENCE NAME/PHONE	COUNTY Jackson	SHEET 3 OF 4
KIND OF WORK Grading Paving & Structure	KEY NUMBER	LENGTH 0.19 Mi.	DATE 11-21-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURES					
	^ Bridge No. 16687 ^					
32	Bridge Removal Work			All		12,600-
33	Shoring, Cribbing, Etc.			All		5,000-
34	Structure Excavation		Cu. yd	180	11-	1,980-
35	Structure Excavation Below Elevations Shown		Cu. yd.	18	11-	198-
36	Furnish Pile Driving and Drilling Equipment		All	All		30,000-
	^Alternate A ^					
37	Furnish HP14 × 89 Steel Piling		Lin. Ft.	280	30-	8,400-
38	Drive Steel Piles		Each	10	1,120-	11,200-

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
South Fork Little Butte Creek Bridge		Jackson	4 OF 4

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading, Paving & Structure		0.19 Mi.	11-22-85	Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	^ Alternate B ^					
39	Furnish Cast-in-place Piling		Lin. Ft.	230	100-	23,000-
40	(100 cy @ $230) Structural Concrete, Class 3300			All		23,000-
41	(110 cy @ $250) Structural Concrete, Class 4000			All		27,500-
42	Reinforcement (17,000# @ 0.50)			All		8,500
43	(17000# @ 0.65) Coated Reinforcement			All		11,050-
44	130'/135' BT72 Prestressed Beam		Each	5	14,000-	70,000-
45	Two Tube Steel Railing		Lin. Ft.	258	40-	10,320-
	Alternate "A" Total Amount of Bid $					360,324 50
	(Items 1 thru 38 inclusive and Items 40 thru 45 inclusive.)					
	Alternate "B" Total Amount of Bid $					363,724 50
	(Items 1 thru 36 inclusive and Items 39 thru 45 inclusive)					

South Fork Little Butte Creek Bridge Section

T&75
11/25

			Road	Bridge
Mobilization —— 22%/78%	All	All	7,480 -	26,520 -
Temporary Protection and Direction of Traffic	All	All		3,700 -
Temporary Signs	Sq.Ft.	265		2,120 -
Temporary Barricades	Each	4		280 -
Temporary Guard Rail, Type 2A	Lin.Ft.	75		675 -
Temporary Concrete Barriers	Lin.Ft.	75		1200 -
Flaggers	Hour	120		2040 -

ROADWORK

			Road	Bridge
Clearing and Grubbing	All	All	750 -	750 -
Removal of Structures and Obstructions	All	All	1,000 -	
Ditch Excavation	Cu.Yd.	70	700 -	
Toe Trench Excavation	Cu.Yd.	350		3,500 -
Embankment in Place	Cu.Yd.	2,215	14,397 50	
Trench Excavation	Cu.Yd.	27	405 -	
Watering	M-Gal.	75	1,125 -	
1"-0 Aggregate Base	Ton	2,460	27,060 -	
Class "C" Asphalt Concrete	Ton	530	21,730 -	
12-inch Culvert Pipe	Lin.Ft.	75	1,650 -	
18-inch Culvert Pipe	Lin.Ft.	66	1,584 -	
Guard Rail, Type 2A	Lin.Ft.	250	4,500	
Guard Rail, Type 3	Lin.Ft.	100		3,000 -
Guard Rail Anchors, Type 1	Each	4		1,400 -
Rail End Pieces, Type C	Each	4		360 -
Type 2 Fence	Lin.Ft.	600	900	900 —
16' Single Gates	Each	2	500 -	
Extra for Asphalt Approaches	Each	7	1,400 -	
Extra for Asphalt Drainage Apron	Sq.Yd.	12		180 -
Loose Riprap, Class 700	Cu.Yd.	325		7,800 -
Filter Blanket	Cu.Yd.	20		400 -
Delineators, Type 2	Each	17	340 -	
Delineators, Type 4	Each	7	105 -	
Single Mailbox Supports	Each	1	125 -	

~~STRUCTURES~~

~~Bridge No. 16687~~

~~Bridge Removal Work~~	~~All~~	~~All~~
~~Shoring, Cribbing, Etc.~~	~~All~~	~~All~~
~~Structure Excavation~~		

tra for Asphalt Drainage Apron	Sq.Yd.	12
oose Riprap, Class 700	Cu.Yd.	325
Filter Blanket	Cu.Yd.	20
Delineators, Type 2	Each	11
Delineators, Type 4	Each	7
Single Mailbox Supports	Each	4

STRUCTURES

			Roadwork	Bridge
Bridge No. 16687				
Bridge Removal Work	All	All		12,600-
Shoring, Cribbing, Etc.	All	All		5000-
Structure Excavation	Cu.Yd.	180		1980-
Structure Excavation Below Elevations Shown	Cu.Yd.	18		198-
Furnish Pile Driving and Drilling Equipment	All	All		30,000-
Alternate "A"				
Furnish HP 14x89 Steel Piling	Lin.Ft.	280		8,400-
Drive Steel Piles	Each	10		11,200-
Alternate "B"				
Furnish Cast-in-Place Piling	Lin.Ft.	230		23,000-
Structural Concrete, Class 3300	All	All		23,000-
Structural Concrete, Class 4000	All	All		27,500-
Reinforcement	All	All		8,500-
Coated Reinforcement	All	All		11,050-
130'/135' BT-72 Prestressed Beams	Each	5		70,000-
Two-Tube Steel Railing	Lin.Ft.	258		10,320

		Roadwork	Bridge	
			Alternate A	Alternate B
Contract Total		85,751.50	274,573.00	277,973.00
Anticipated				
Striping —		2500 -		
Seed & mulch		375	375 —	375 —
R/W Monument			500-	500 —
EEO	103,882.57	400	1420	1420 —
Remove & Reinstall Signs			1,000	1,000 —
Subtotal		91526.50	277,868.00	281,268.00
Cont		4118.69	12,504.06	12,657.06
Engr		8237.38	25,008.12	25,314.12
Total		103,882.57	315,380.18	319,239.18

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 17, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Obligation

It is the Oregon State Highway Division's present intention to receive bids for the following projects on December 19, 1985 or earlier. I request authorization to proceed with actions necessary to advance the physical construction provided for by (A) and in addition for (B) in accordance with Oregon's approved Certification Acceptance Plan.

(A)

PROJECT NO.	SECTION	TEC ($)	FF ($)
I-405-8(44)	NW Nicolai St.-W. Fremont Interchange	$16,745,385	$15,442,591
I-IR-82-1(8)07	Bridge Rd.-Old Oregon Trail Highway	8,146,622	7,512,813
IR-5-5(96)	Wash. State Line-Linn/Lane County Line	1,186,292	1,093,997
IX-1(38)	NW St. Helens Rd.-NW Nicolai	9,258,973	7,870,125
IXG-000C(19)	Portland Signal System Phase I	1,966,028	1,966,028
IX-9064(4)	Farmington Rd. @ Murray Blvd.	188,077	125,000
IX-9301(2)	Front-Yeon Connection	6,886,830	5,853,803
IX-9718(10)	SE 97th-SE 122nd, Unit 2	1,394,940	1,185,698
IX-9966(10)	NE 60th-NE 82nd Ave.	2,721,056	2,312,896
IX-9966(7)	NE Portland Hwy. @ 158th Ave.	78,800	66,980
HES-9966(7)	NE Portland Hwy. @ 158th Ave.	63,200	56,880
BRF-14(28)	Porter Creek Bridge	326,900	261,520

(B)

BRS-190(4)	Middle Fk. Cold Springs Canyon Bridge	306,250	245,000

BROS-3100(9)	Ladd Cr. (Hot Lake N.) Bridge	155,250	124,200
BROS-1500(7)	S. Fk. Little Butte Creek Br.	300,000	240,000
BROS-2300(15)	Malheur River (Copeland Rd.) Br.	247,000	197,600
BRS-B596(2)	Umatilla River (Johnson St.) Br.	480,000	384,000
BRS-B355(2)	Squaw Cr. (Camp Polk Rd.) Br.	185,000	148,000

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

Thank you for your assistance in obligation of available Federal funds for these projects.

CPL:pf

cc: Ted Litchfield
General Files

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

PROJECT	South Fork Little Butte Creek Br. #16687	PREPARER	Holly Juza
HIGHWAY	South Fork Little Butte Creek Road	DATE	August 13, 1985
COUNTY	Jackson	CITY	Near Lake Creek

PROJECT DESCRIPTION:

The proposed project is for the replacement of an absolete wooden bridge with a new concrete slab structure. The new structure will be constructed downstream from the existing bridge.

EXISTING LAND USE ACTIVITIES:

Land use along the project includes vacant land and fields.

RDE
Cfy FDE
Cfy SH
LE
LPE
GTE
PDE
PDS
BPM

RECEIVED
NOV 26 1985
ROAD DESIGN SECTION

LPC
LA
LDS
RWD
FLC
T OFFICE JKM
Copy All
Return To

REGISTERED PROFESSIONAL ENGINEER
8826
OREGON
July 30, 1976
STEVEN LINDLAND

TRAFFIC DATA AND PREDICTED NOISE LEVELS
Peak Truck Hour

Year		Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq 67 dBA Contour Distance
		(vehicles per hour)				(from road centerline)	
1985	(Existing)	14	0	2	30	53 dBA	Less than 20 feet
2005	(No-Build)	22	0	3	30	55 dBA	Less than 20 feet
2005	(Build)	22	0	3	35	56 dBA	Less than 20 feet

EXISTING SOUND LEVELS:

Traffic noise dominates sound levels along the project. No other major noise sources are present. No noise measurements were taken.

TRAFFIC NOISE IMPACTS:

There are no noise impacts. All traffic noise levels are below the noise abatement criteria. The predicted noise level for the Build Alternative is only 3 dBA above the existing level. This small increase is small and should not be noticable.

TRAFFIC NOISE MITIGATION:

No mitigation is required.

CONSTRUCTION NOISE:

Impacts: There will be temporary high noise levels during project construction. No impacts are foreseen because existing land is undeveloped.

Mitigation: None.

LOCAL COORDINATION:

A copy of this report will be sent to Jackson County.

FIGURE 1

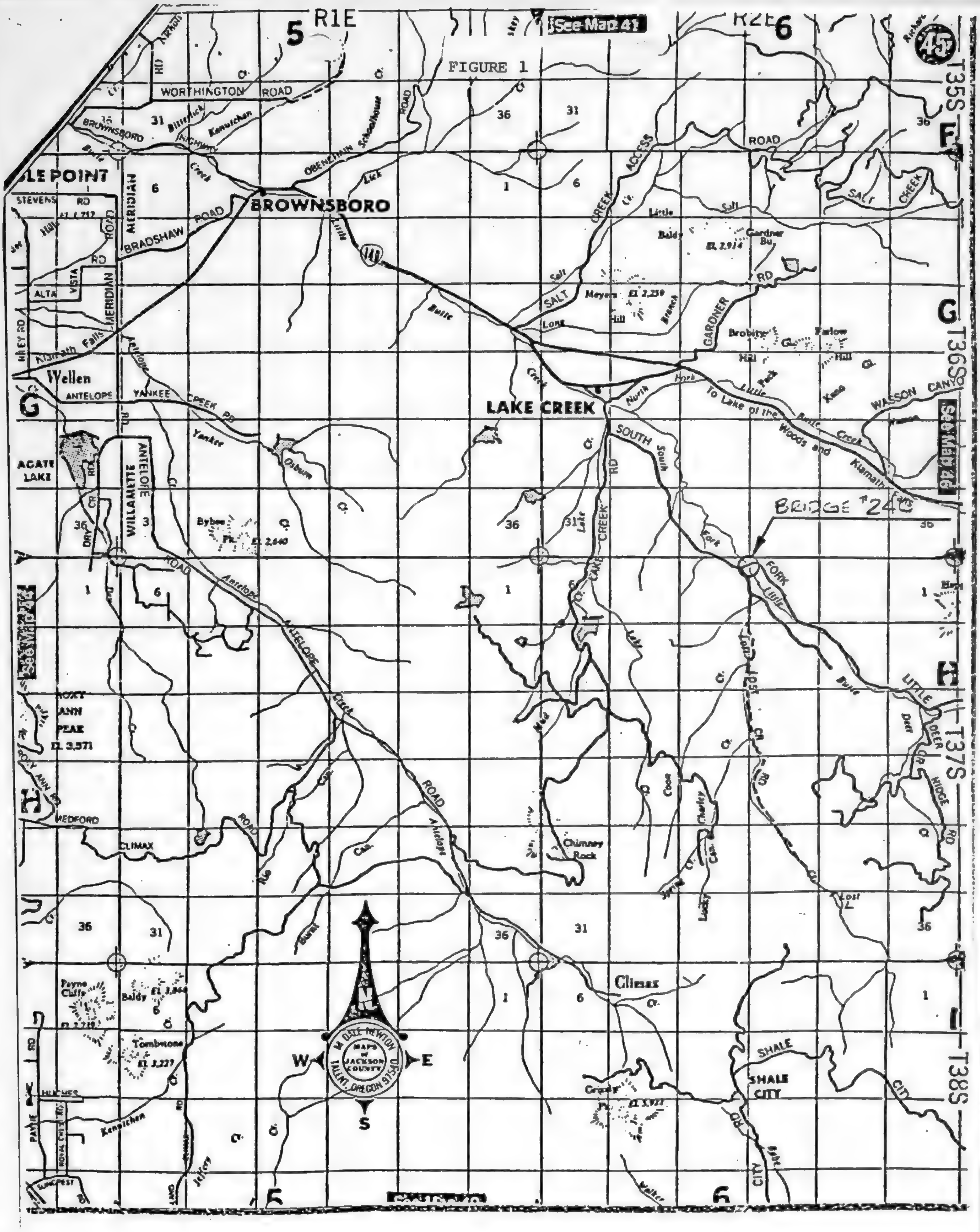
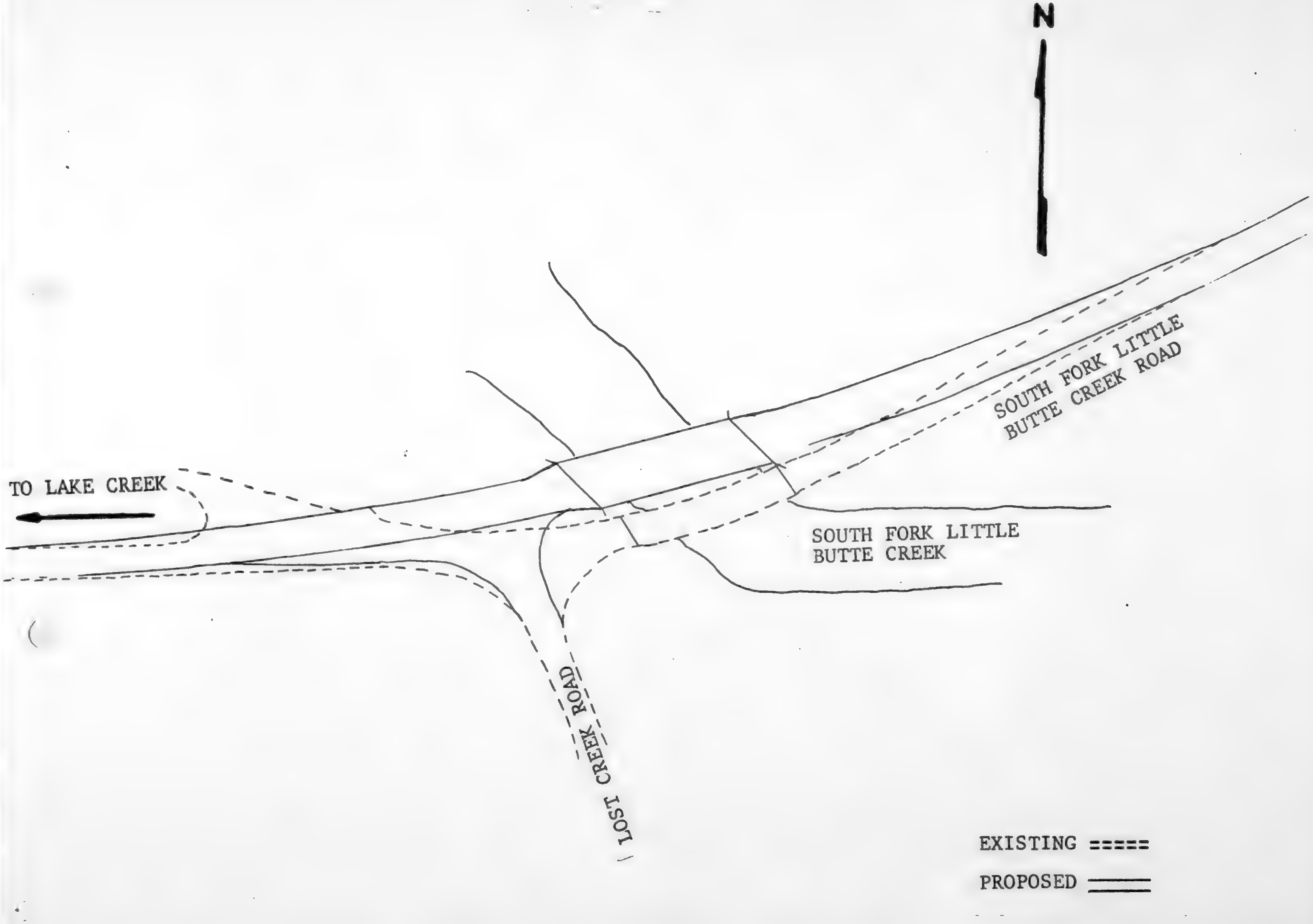

R1E
R2E
5
6
See Map 41
45
T35S
T36S
T37S
T38S
F
G
H
I
See Map 46
WORTHINGTON ROAD
BROWNSBORO HIGHWAY
OBENCHAIN Schoolhouse ROAD
BROWNSBORO
EAGLE POINT
STEVENS RD
MERIDIAN RD
BRADSHAW ROAD
ALTA VISTA RD
Klamath Falls
Wellen
ANTELOPE YANKEE CREEK RD
AGATE LAKE
WILLAMETTE
ANTELOPE
DRY CR
Yankee
Osburn
Bybee Pk. El. 2,640
Antelope ROAD
Antelope Creek
Little Butte
Salt Creek
SALT CREEK ACCESS ROAD
Little Baldy
Gardner Bu. El. 2,914
Meyers Hill El. 2,259
Long Branch
GARDNER RD
Brobity Hill
Farlow Hill
North Fork
Little Butte Creek
To Lake of the Woods and Klamath Falls
WASSON CANYON
LAKE CREEK
SOUTH FORK RD
South Fork
Lake Creek
BRIDGE #240
FORK
Lost Cr
Little Butte
Deer Cr
DEER RIDGE RD
ROXY ANN PEAK El. 3,571
ROXY ANN RD
MEDFORD
CLIMAX ROAD
Chimney Rock
Coon
Charley Cr
Lucky Can.
Lost L.
Climax
Payne Cliffs El. 2,719
Baldy El. 3,046
Tombstone El. 3,227
HUGHES
Kenutchen
Jeffery
Grizzly Pk. El. 3,922
SHALE CITY
SHALE CITY RD
Walker
SUNCREST
PAYNE
ROYAL CREST
W
E
S
N
M. DALE NEWTON MAPS of JACKSON COUNTY TALENT, OREGON 97540

FIGURE 2


N
SOUTH FORK LITTLE BUTTE CREEK ROAD
TO LAKE CREEK
SOUTH FORK LITTLE BUTTE CREEK
LOST CREEK ROAD
EXISTING =====
PROPOSED ═══

10,170

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: July 31, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
W. H. WAKERLIG

From: For Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40054
Project No. BROS-1500(7)
S. Fork Little Butte Creek Bridge Sec.
County Road
Jackson County

Attached data consists of Rev. PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on December 19, 1985.

Clearinghouse review conclusions we previously forwarded.

DRH:bkb
Attachment
cc: J.J. Gix, Region 3
Michael Shultz, w/attach.
General Files

Ask for Letter
From Jackson County

6 #

Form 734-3122

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPN CODE	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	1 Project POST MI.	ITEM NO.	PROJECT LOCATION
Oregon	41	117	BROS-	1500	(7)		40054	Co. Rd., 2.5 mi. S.E. of Lake Creek

CHARACTER OF PROPOSED WORK	CLASS OF FEDERAL FUNDS	NAME OF URBAN AREA
Structure	Bridge Replacement (15% Mandatory Off-System)	----

COUNTY NAME	CODE	REGION	ADT PRESENT	ADT DHV	CONG. DIST.	4R PROJ.	DATE
Jackson	029	10	410	60	4		7-31-85

ROUTE NO.	FEDERAL-AID	U/L	STATE	U.S.
Z	Non	U/L	Co. Rd.	---

WORK TYPE	TYPE OF IMPR.	SECTION (KEY ID # 01736)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
CONST X081	(09)	"S. Fork Little Butte Creek Bridge Sec."	0.022	300,000	240,000	30,000	30,000
PREPARED BY DRH		PROJECT TOTALS	0.022	300,000	240,000	30,000	30,000

REMARKS

Additional Data: Item No. 40054; Project No. BROS-1500(4).

oject Data: Work under this project consists of: 1) construct one prestressed reinforced concrete girder bridge (No. 16687) length 115 ft., roadway width 32 ft. on new alignment; 2) construct approaches requiring grade, drain and H-T pave to provide two 12 ft. travel lanes with 4 ft. paved shoulders; 3) utility adjustments as required; and 4) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A state-county agreement No. 7968 complying with Section 116, Title 23 U.S.C. andParagraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed October 25, 1983.

Note: 1) Included in 6 Yr. HIP on Page 122 and included in FY '85 Status Report.
2) Included in the approved bridge replacement inventory as bridge No. 29C256 with a sufficiency rating of 3.0.

cc: H. S. Coulter

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1500(4) Little

2. STATE PROJECT NO. See below Butte

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40054

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO Potter
FOR

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-8-85

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
South Fork Little Butte Creek Bridge 29C256000-00398

11. GENERAL DESCRIPTION OF WORK
Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested by Mr. Potter's letter of 3-29-85, the Program change adding "Right-of-Way" acquisition to the character of proposed work is approved.

Also, as requested, you are authorized to proceed with all phases of acquisition for file numbers 54228 and 54229 at a TEC of $3,000 - Federal funds $2,400.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 4-8-85

15. SIGNATURE OF APPROVING OFFICIAL John D Wichman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: S. FORK LITTLE BUTTE CREEK ROAD

PROJECT NUMBER: OR850212-017-2

DATE: APRIL 4, 1985

The State Clearinghouse has received additional comments from DEPARTMENT OF FISH & WILDLIFE subsequent to our conclusion letter of MARCH 26, 1985.

Please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) The Clearinghouse is forwarding a copy of this letter and enclosure to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

IPR #10

OREGON INTERGOVERNMENTAL PROJECT REVIEW

APR 04 1985

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Jackson County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850212-017-2

Return Date: [illegible] 22 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

see att. Comments

Agency O Fish & Wildlife

By Tony Faast

IPR #2

Phone Number 229-5679

Oregon Department of Fish and Wildlife
Comments: OR 850212-017-2

The Oregon Department of Fish and Wildlife has no objection to the S. Fk. Little Butte Creek Bridge Project in Jackson County providing the following conditions are observed during construction:

1. Work confined to low flow period.
2. Adequate measures are taken to minimize turbidities which could arise during construction.
3. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).
4. Soils disturbed by the project are stabilized and revegetated.
5. All project debris is removed from the stream.
6. Please coordinate the planning and implementation with our District Fish Biologist:

Mick Jennings
ODFW
5735 Monument Dr.
Grants Pass, OR 97526
474-3156

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: March 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40054
Project No. BROS-1500(4)
S. Fork Little Butte Creek Bridge
Jackson County
Right-of-Way Acquisition

I request your approval of a program change on the subject project to include in the character of proposed work "Right-of-Way Acquisition" at an estimated total cost of $3,000.00 with federal funds of $2,400.00. The right-of-way to be acquired does not involve relocation assistance.

I further request authorization to proceed with the actual acquisition of the required right-of-way as outlined in red on the enclosed copy of right-of-way map 10C-53-1.

RDS:bkb
Enc.
cc: J.B. Boyd
Don Aman
Mike Shultz
General File

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: December 20, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: South Fork Little Butte Creek
Bridge Section
S. Fork Little Butte Cr. Highway
Jackson County
Project #BROS-1500(4)

We have received two files on the above HBR-OS project that is scheduled for a 23 May 85 letting. The acquisition of this right-of-way is estimated at $3,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix. ✓

The above estimate covers files 54228 and 54229 as shown on map 10C-53-1.

DA:jh
attach.

81-125-1387

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: S. Fork Little Butte Creek Road

DATE: March 26, 1985

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state or local government have been identified.

☒ Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state and/or local government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

[illegible]85[illegible]

IPR #3

Dolores Streeter
Clearinghouse Coordinator

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Jackson County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850212-017-2 Return Date: ________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

( ) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

We support this project to maintain the main access route, into this part of the County, for forest protection purposes.

Agency Forestry By ________

IPR #2 Phone Number 5-5337

INTERGOVERNMENTAL RELATIONS
MAR 07 1985

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Jackson County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850212-017-2 Return Date: MAR 22 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if

If the project would require the removal, fill, or alteration of 50 cubic yards or more of material within the banks of the waterway(s) or wetland area(s), we urge the applicant to apply for state removal or fill permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By DIVISION OF STATE LANDS

IPR #2 Phone Number 8-3805

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: February 11, 1985

To: Executive Department
Federal-Aid Coordination Unit

Rogue Valley Council of
Governments
P.O. Box 3275
Central Point, OR 97502

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 8
Section: S. Fork Little Butte Creek Road (BROS-1500(4))
Highway: County Road
County: Jackson

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be March 29, 1985.

DDB:bkb
Attachments

bc:
- D.E. Wilken, FHWA
- ✓ R.N. Bothman
- R.C. Pool
- J.B. Boyd (2)
- D.O. Christensen (3)
- Cam Gilmour
- W.J. Hart
- Reg. 3 Engr.: J. Gix
- Dis. 8 Engr.: G.T. Thornton
- Aeronautics Division
- David Powers, Parks
- Don Baker

R. N. BOTHMAN

RECEIVED
STATE HWY ENG.
FEB 12 '85
REFER TO
FOR

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02 — 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 — 12] APPLICANT ADDRESS STREET [45: Transportation Building — 46] CITY [60: Salem — 76] ZIP: 97310

04 — 12] CONTACT PERSON [45: Gary A. Potter — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: S. Fork Little Butte Creek Road

11 — 12] PROJECT LOCATION—CITY: County Road — PROJECT LOCATION—COUNTY: Jackson — PROJECT LOCATION [79: SEC: 3 & 4 T: 37S R: 2E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace deteriorating wooden bridge with modern concrete structure (See

06 12] attached Part 3 of Project Prospectus and Location Map). [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
200,800		---	50,200		251,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 2-11-85

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March — 43] DAY [44: 29 — 45] YEAR [46: 1985

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-11-85*

VI. If project includes state funds (12C), identify agency ----

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 project, categorical exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1736

SECTION
South Fork Little Butte Creek Road (County Bridge No. 29C256)

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 1.0 acre. The property to be acquired is undeveloped. No relocation will be necessary.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None; consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will replace a deficient bridge with a modern structure. Proposal is to keep traffic over existing structure until a new one is constructed. A minor amount of construction under traffic will be required on approaches.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Fish runs will be protected. The in-stream work will need to be done during low water period. The old bridge will have to be removed from the river as required.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The new work will be done in a manner so as not to put materials in the river that are not necessary.

RECOMMENDED PROJECT CLASSIFICATION

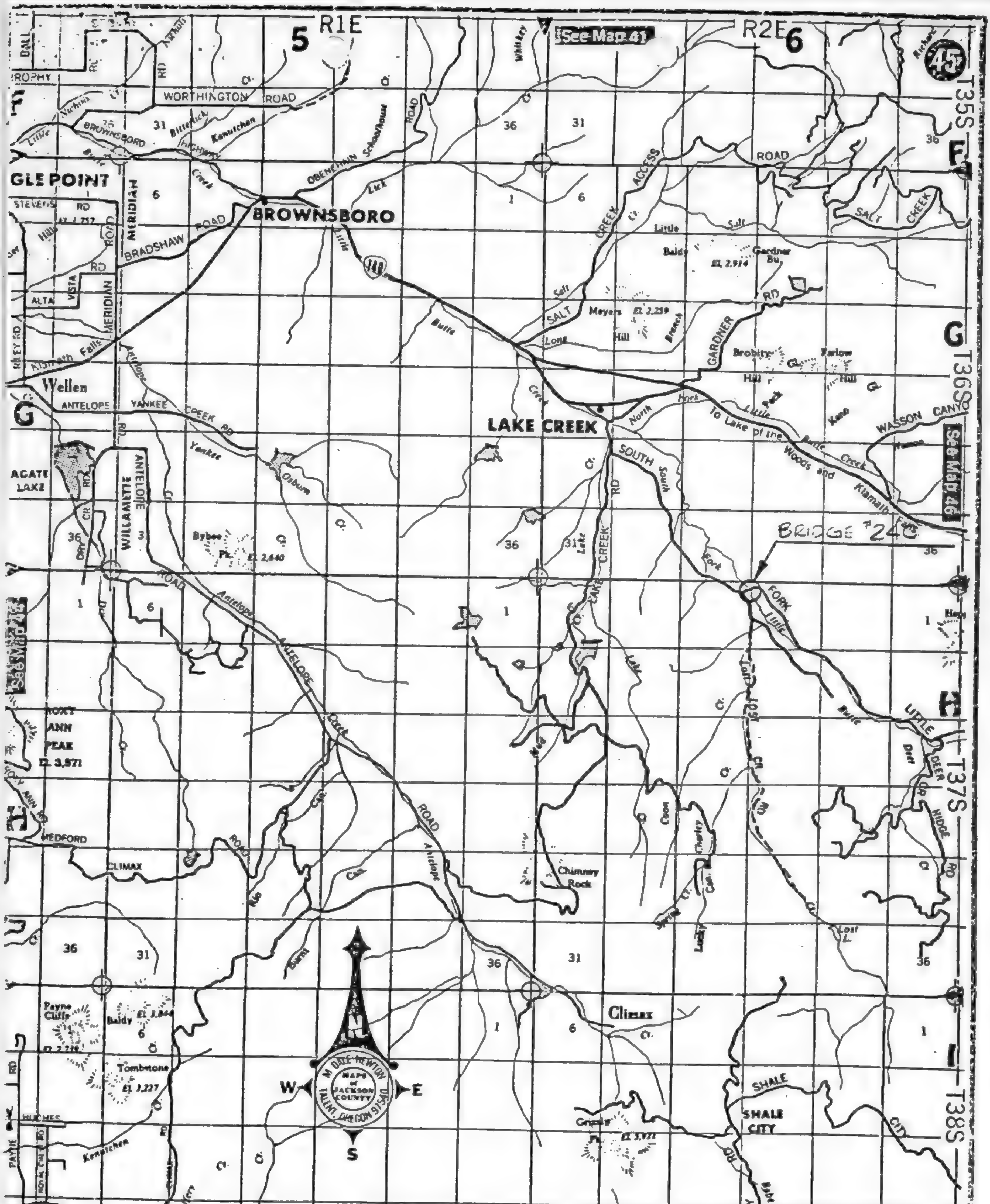
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will require very little additional right-of-way.
Impacts to the environment will be minimal.

OTHER DOCUMENTATION

The following permits and documents may be required:
Conditional Use, State Lands, Cultural Resource, and Noise Study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Duane Kirby	440-3399	


R1E
5
See Map 41
R2E
6
45
T35S
WORTHINGTON ROAD
BROWNSBORO HIGHWAY
Little Butte Creek
Bitterlick
Kenutchen
OBENCHAIN Schoolhouse ROAD
GLE POINT
STEVENS RD
MERIDIAN
BRADSHAW ROAD
BROWNSBORO
ALTA
VISTA
RD
MERIDIAN
Little
Butte
140
SALT CREEK ACCESS
ROAD
SALT CREEK
Little Salt
Baldy El. 2,914
Gardner Bu.
Meyers El. 2,259
Long Hill
Branch
GARDNER RD
Brobity Hill
Farlow Hill
G
T36S
Klamath Falls
Antelope
Wellen
ANTELOPE YANKEE CREEK RD
Yankee
G
LAKE CREEK
North Fork
Little Butte
Creek
To Lake of the Woods and Klamath Falls
WASSON CANY
Wasson
See Map 46
SOUTH
South
Osburn
AGATE LAKE
DRY CR RD
WILLAMETTE
ANTELOPE RD
Bybee Pk. El. 2,640
BRIDGE #240
36
31
Lake Creek
LAKE CREEK RD
Fork
FORK
Little
Lost Cr
See Map 44
ROXY ANN PEAK El. 3,571
ANTELOPE ROAD
Creek
Antelope
Butte
LITTLE DEER CR RD
Hog
H
T37S
ROXY ANN RD
MEDFORD
CLIMAX
ROAD
Can.
Coon Cr
Charley Can.
Chimney Rock
RIDGE RD
Spring Cr
Lucky
Lost L
36
31
36
Climax
Payne Cliffs
Baldy El. 3,044
Tombstone El. 3,227
Griffin Pk. El. 3,911
M DALE NEWTON MAPS of JACKSON COUNTY TALENT, OREGON 97540
N
W
E
S
HUGHES
PAYNE
ROYAL
Kenutchen
SHALE CITY
SHALE
CITY RD
I
T38S
Walker
Jeffery
5
6
See Map 49

10,170

2-8-85

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections, Details And Summary
2A	Details & Pipe Data
3	Plan & Profile

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 9, 1962
DONALD R. ADAMS

TEMP. PROT. & DIR. TRAFFIC IS WRITTEN

STATE OF

DEPARTMENT OF T

STATE HIGHWA

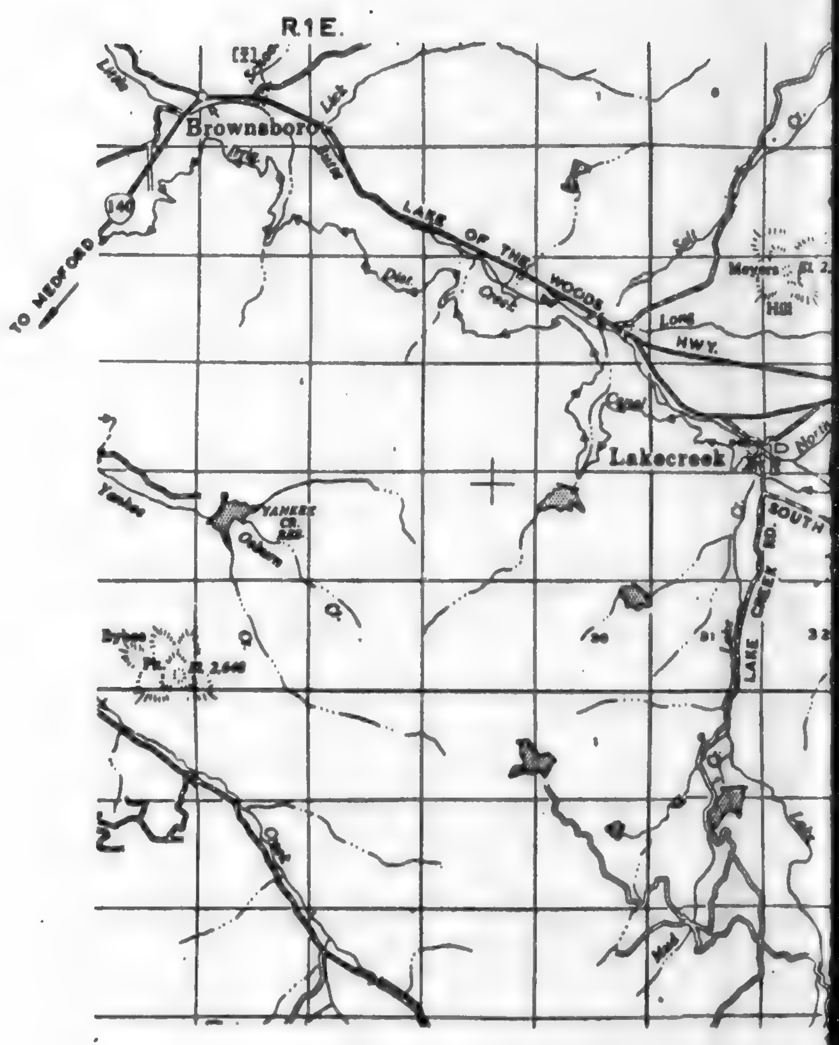
PLANS FOR PROPO

SOUTH FORK LITTLE BUTT

SOUTH FORK LITTL

JACKSON C

PRELIMINARY COPY
SUBJECT TO CHANGE


R.1E.
Brownsboro
140
TO MEDFORD
LAKE OF THE WOODS
HWY.
Long
Meyers
Hill
Lakecreek
Canal
North
SOUTH
LAKE CREEK RD.
YANKEE CR. RES.
Yankee
Bybee
Pk.
El. 2,640
Little
Butte
Dry
Creek

Sketch

Scale
0
1

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
JAN 16 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

SOUTH FORK LITTLE BUTTE SOUTH FORK LITTLE JACKSON CO	
FED. ROAD Div. No.	STATE
10	OREGON

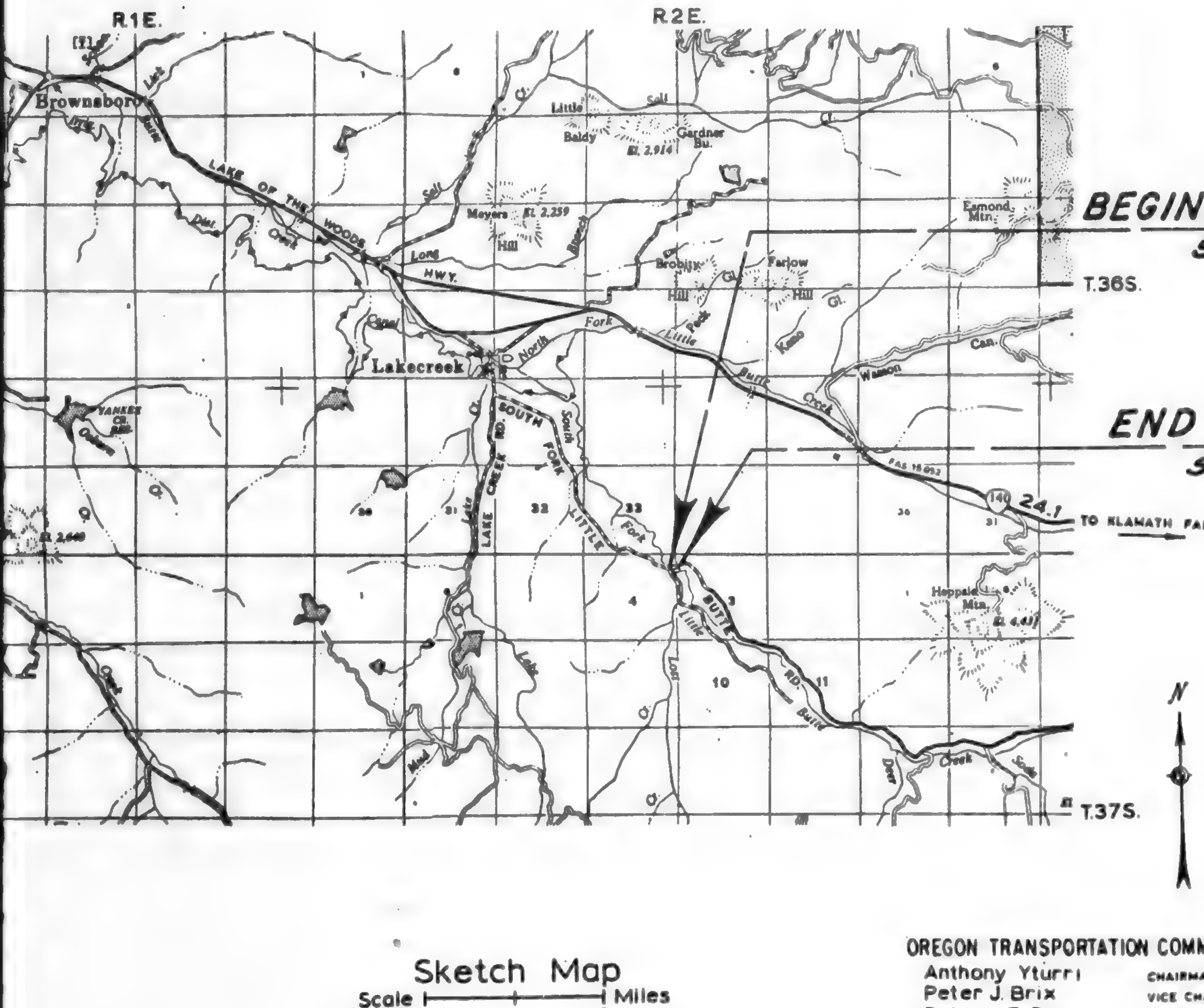
HBC-

FORK LITTLE BUTTE CREEK BRIDGE SEC.

SOUTH FORK LITTLE BUTTE ROAD

JACKSON COUNTY

Astoria
Seaside
30
26
Tillamook
101
Forest Grove
Hebo
Portland
Hood River
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
20
Waldport
Florence
5
Eugene
Bend
Redmond
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Crescent
97
Gold Beach
Grants Pass
Medford
Klamath Falls
Ashland
66
199


R1E.
R2E.
Brownsboro
LAKE OF THE WOODS HWY.
Little Baldy
Gardner Bu.
Meyers Hill
Brophy Hill
Farlow Hill
Esmond Mtn.
T.36S.
Lakecreek
North Fork Little Butte Creek
SOUTH FORK LITTLE BUTTE
LAKE CREEK RD.
Wasson Can.
140
24.1
TO KLAMATH FALLS
Heppsie Mtn.
BUTTE RD.
Deer Creek
T.37S.
N

BEGINNING OF PROJECT
Sta. 7+11.63

END OF PROJECT
Sta. 17+39.81

Sketch Map
Scale 0 1 2 Miles

APPROVED
BOARD OF COMMISSI
BY

H. S. Coulter

E. S Hunter

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT
FEDERAL HIGH
APPROVED
FIELD OPERATIO

South Fork Little Butte Creek Bridge Sec. SOUTH FORK LITTLE BUTTE ROAD JACKSON COUNTY					SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON				See Index

HBR-05

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

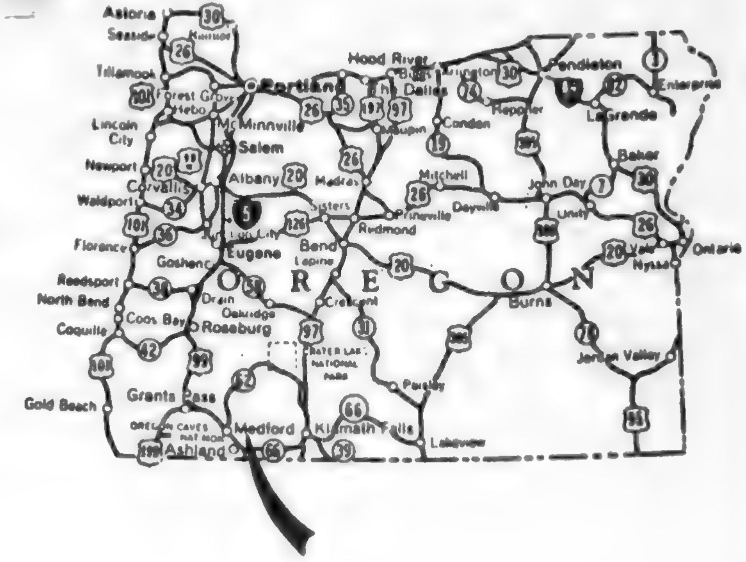
FOR PROPOSED PROJECT

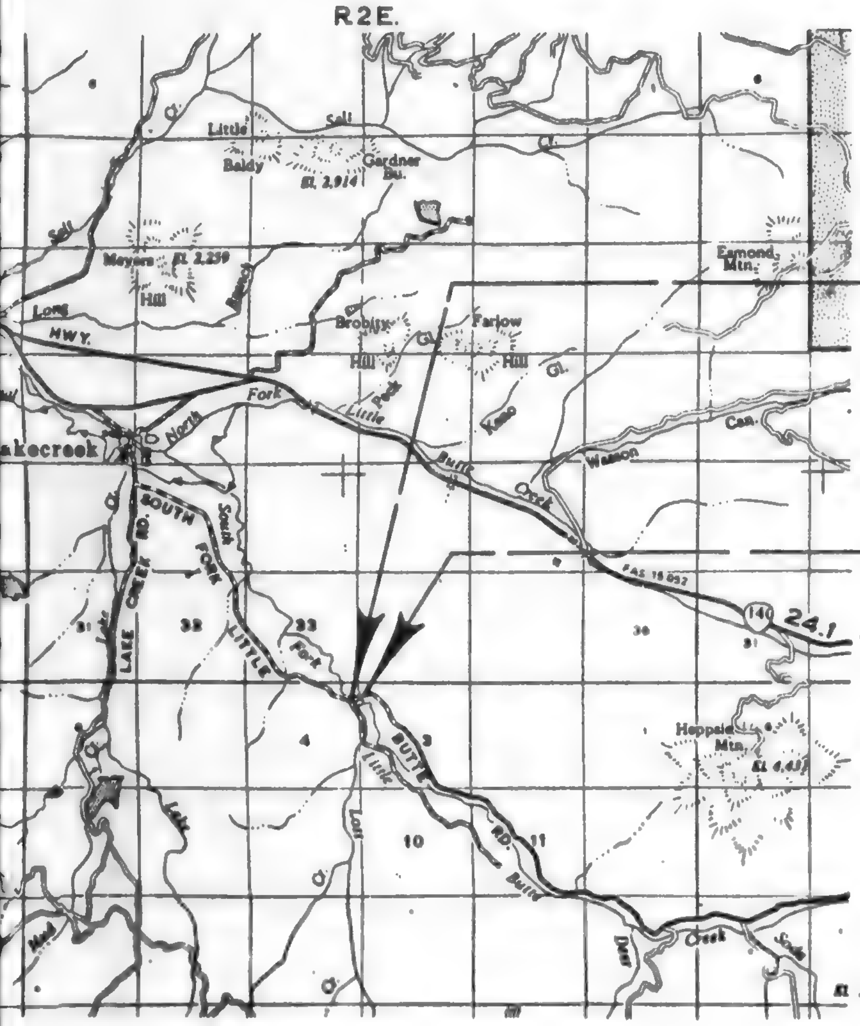
PRELIMINARY COPY
JAN 16 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

BUTTE CREEK BRIDGE SEC.

RK LITTLE BUTTE ROAD

ACKSON COUNTY


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Lincoln City
Newport
McMinnville
Salem
Albany
Corvallis
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Eugene
Roseburg
Bend
Redmond
Prineville
Madras
Mitchell
John Day
Baker
Ontario
Burns
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N


R2E.
Little Baldy
Gardner Bu.
Meyers Hill
Brophy Hill
Farlow Hill
Emmond Mtn.
Lakecreek
Long
HWY.
North Fork Little Butte Creek
South Fork Little Butte
SOUTH FORK RD.
LAKE CREEK RD.
Heppsie Mtn.
T.36S.
T.37S.
24.1
TO KLAMATH FALLS

BEGINNING OF PROJECT
Sta. 7+11.63

END OF PROJECT
Sta. 17+39.81

APPROVED Feb 8 1985
BOARD OF COMMISSIONERS OF Jackson COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

N

H S COULTER

EDGAR S HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S Hunter ASSISTANT STATE HIGHWAY ENGINEER

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER DATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

ENV 3

5
February 6, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Environmental Project Classification
Request
S. Fork Little Butte Creek Road
Bridge #29C256
Jackson County
BROS-1500(4) (-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

ENVIRONMENTAL SECTION
February 20, 1985

for
Campbell M. Gilmour, Manager
Environmental Section

CMG:gu

Attachments (4)

Richard R. Arnold 2/15/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

cc:
J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Jim Gix
Duane Kirby
Jim Bilderback
Bill Maude
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1736

REGION 3

SECTION
South Fork Little Butte Creek Road (County Bridge No. 29C256)

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 1.0 acre. The property to be acquired is undeveloped. No relocation will be necessary.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None; consistent with applicable plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will replace a deficient bridge with a modern structure. Proposal is to keep traffic over existing structure until a new one is constructed. A minor amount of construction under traffic will be required on approaches.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Fish runs will be protected. The in-stream work will need to be done during low water period. The old bridge will have to be removed from the river as required.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The new work will be done in a manner so as not to put materials in the river that are not necessary.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

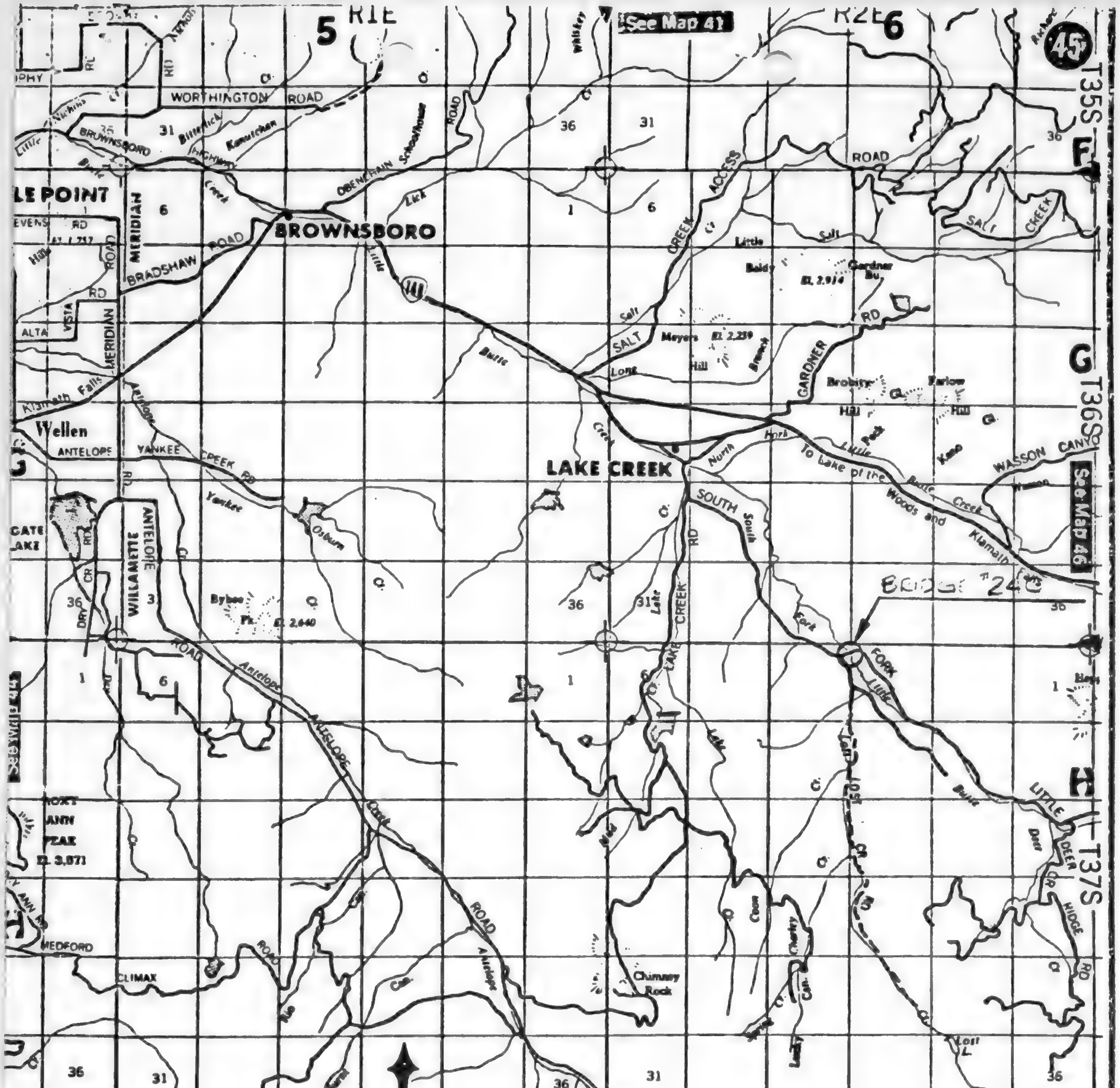
The project will require very little additional right-of-way.
Impacts to the environment will be minimal.

OTHER DOCUMENTATION

The following permits and documents may be required:
Conditional Use, State Lands, Cultural Resource, and Noise Study.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Duane Kirby	440-3399	FEB 15 1985

734-1913 (7-82)


R1E
5
See Map 41
R2E
6
45
T35S
F
WORTHINGTON ROAD
BROWNSBORO
HIGHWAY
Kenutchen
Bitterlick
LE POINT
MERIDIAN
ROAD
BRADSHAW ROAD
BROWNSBORO
OBENCHAIN Schoolhouse
Lick
SALT CREEK ACCESS
ROAD
SALT CREEK
Little Baldy El. 2,914
Gardner Bu.
Meyers Hill El. 2,259
SALT
Long Branch
GARDNER RD
G
T36S
Brobity Hill
Farlow Hill
North Fork
LAKE CREEK
Little Butte Creek
To Lake of the Woods and Klamath Falls
WASSON CANYON
See Map 46
SOUTH FORK RD
South Fork
BRIDGE #240
Klamath Falls
Wellen
ANTELOPE
YANKEE CREEK RD
Yankee
Osburn
GATE LAKE
WILLAMETTE
ANTELOPE
DRY CR
Bybee Pk. El. 2,640
Lake Creek
LAKE CREEK RD
ANTELOPE ROAD
Antelope Creek
FORK
Little Butte
LOST CR
H
LITTLE DEER CR
RIDGE RD
T37S
ROXY ANN PEAK El. 3,571
MEDFORD
CLIMAX
ROAD
Chimney Rock
Coon
Charley Can.
Lost
Climax
I
T38S
Payne Cliffs El. 2,738
Baldy El. 3,044
Tombstone El. 3,227
HUGHES
Kenutchen
Jeffrey
Grizzly Pk. El. 5,922
SHALE
SHALE CITY
CITY
CITY RD
Walker
5
6
M. DALE NEWTON
MAPS of JACKSON COUNTY
TALENT, OREGON 97540
N
W
E
S

CON 19-1
Little
Butte
Cr.

ROW AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: Neil Flanagan
Reg. R/W Supervisor
EGION 3

DATE: December 17, 1984

FROM: Adele L. Egan, Supervisor
R/W Office Unit

SUBJECT: AGR 258
S.Fork Little Butte Cr. Rd. Br.
Jackson County

MISC. CONTRACTS and
AGREEMENTS No. 791

Attached are four originals for forwarding to the County and a copy for your files of the subject Right of Way Services Agreement.

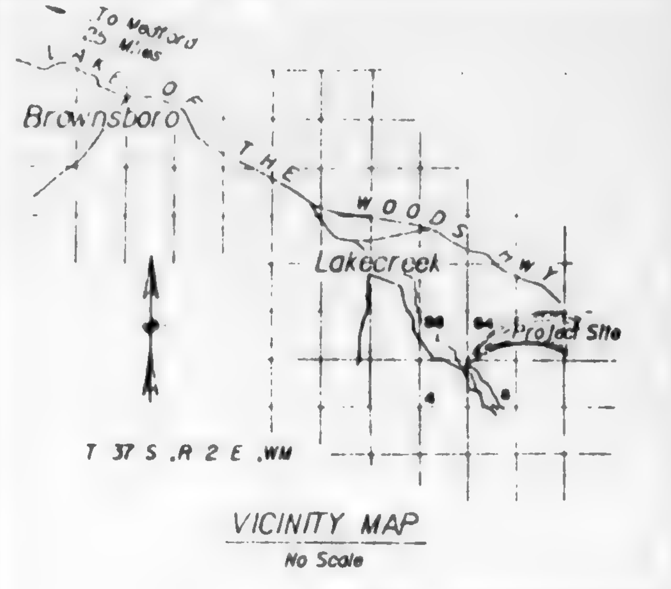
AE
nn
cc: Jim Gix/cc
Local Gov't Programs/cc
Finance/cc
Comm. Services/orig.
Title/cc
Description/cc
Federal Aid Officer/cc
File

10,170

10-84

HYDRAULIC DATA

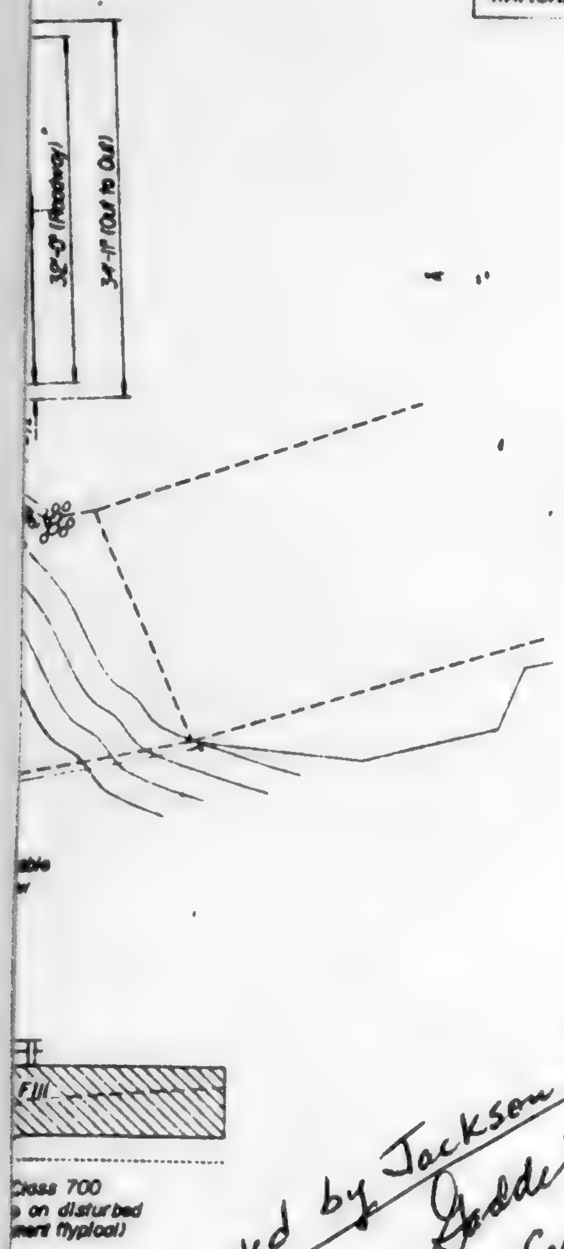
		DESIGN FLOOD	BASE FLOOD
DISCHARGE	CFS	4780	7780
FREQUENCY-YRS.		25	100
H.W. ELEVATION NAT. CHANNEL	FT.	859	873



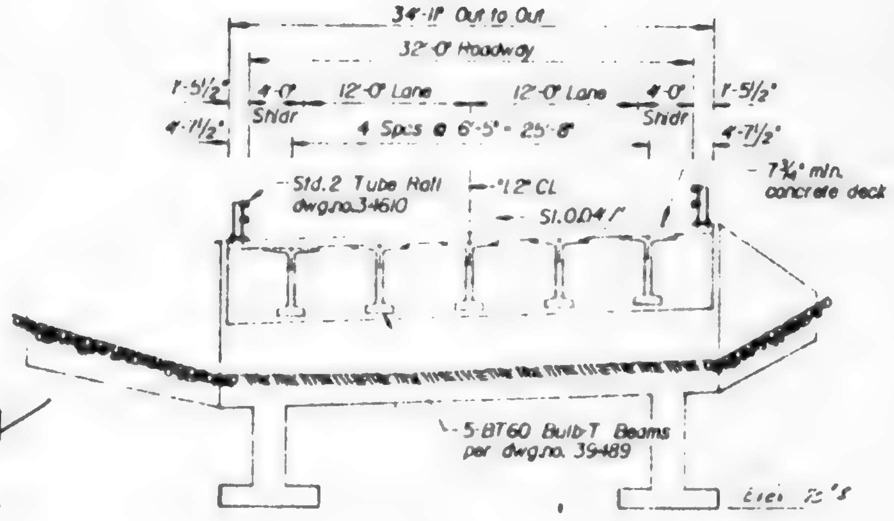
To Medford 25 Miles
Brownsboro
LAKE OF THE WOODS HWY
Lakecreek
Project Site
T 37 S. R 2 E. WM

VICINITY MAP

No Scale



32'-0" (Roadway)
34'-11" (Out to Out)
Fill
Class 700
on disturbed
ment (typical)



34'-11" Out to Out
32'-0" Roadway
1'-5½"
4'-0" Shldr
12'-0" Lane
12'-0" Lane
4'-0" Shldr
1'-5½"
4'-7½"
4 Spcs @ 6'-5" = 25'-8"
4'-7½"
Std. 2 Tube Rail dwg.no.34610
℄ CL
S1.0.04'/'
7¾" min. concrete deck
5-BT60 Bulb-T Beams per dwg.no. 39489
Elev. ?2'S

TYPICAL SECTION

SCALE: ⅛" = 1'-0"

Approved by Jackson County
Wm. Geddes, P.E.
County Engineer

DATE	REVISION	BY

APPROVED:

.... P.E.
BRIDGE ENGINEER

.... P.E.
ASSISTANT STATE HIGHWAY ENGINEER

DESIGNED M. A. MARTINI

DRAWN M.C.YOUNG

CHECKED

REVIEWED

REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

SO. FORK LITTLE BUTTE CR. BRIDGE
SO. FORK LITTLE BUTTE CR. ROAD
JACKSON COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE October, 1984 CALC.BOOK SHEET 1 OF 1
BRIDGE NO. 16647 DRAWING NO. 39600

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1500(4) Little Butte Cr.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4/13/84

4. PROGRAM NO.

5. ITEM NO. 40054

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/13/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
South Fork Little Butte Creek Bridge #27C256

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/4/84 I approve the revised Preliminary Engineering costs to a TEC of $31,600 - Federal Funds $25,280.

(Increase TEC $9,600 - Federal Funds $7,680)

RECEIVED
STATE HWY ENGR
APR 19 '84
REFER TO Potter
FOR
Info | Initial | R/D | D/R | Sign | Act | File

Orig to 4/19

14. DATE 4/13/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Jackson County

KEY ID#	01736
SECTION	SOUTH FORK LITTLE BUTTE CREEK
REGION	3

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
3	215-1911	02/17/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		$ 12,000	915 AUDITS	$	$	933 SURFACE DESIGN		$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		1,500	921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		100	927 FREE BRIDGE DESIGN		10,000	929		2,000
914 REGION UTILITY LIAISON		100	932 RAILROAD & UTILITIES					

TOTALS	$	$ 31,600
PREVIOUS AUTHORIZATION		$ 22,000
ADD. AUTH. REQUIRED		$ 9,600

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS - 1500(4)

LOCATION ENGINEER'S REMARKS

1 [illegible] ✓
cy Out
cy
DN 2
3 [illegible]
4 Wakerlig

RECEIVED
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

Bring Up

PREPARED BY M. S. Haig	DATE 2/17/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/3/84
RECOMMENDED, REGION ENGINEER X L. K. Wilson	DATE 2-22-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 4/2/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

10,170

200 Antelope Road
White City, Oregon 97503

JACKSON COUNTY
OREGON

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

November 28, 1983

OREGON STATE HIGHWAY DIVISION
Transportation Building
Salem, OR 97310

ATTENTION: Gary Potter, Manager
Program Section

RE: Your File: PRO-ACC
South Fork Little Butte Creek Road
Bridge Replacement
County No. 240; State No. 29C256

Dear Mr. Potter:

It seems that an incorrect State bridge number (29C254) for this project is being used on correspondence and in communication with the Federal Highway Administration. Please correct your files to show the correct State bridge number to be 29C256. I have enclosed copies of the original Federal Aid Project Request and the Local Agency Agreement. Please call if you have any questions.

please correct

Done

Very truly yours,

Wm. J. Gaddis
ASSISTANT DIRECTOR

Darrel D Wallace

By: Darrel D. Wallace
ENGINEERING INSPECTION SUPERVISOR

DDW/sdw

enclosures

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASST. ______ PROGRAM CO. X
REFER TO Local Programs
FOR ______

MH

10,170

November 3, 1983

PRO-ACC

Mr. Robert Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, OR 97503

Dear Mr. Carstensen:

RE: S. Fk. Little Butte Ck. (Little Butte Ck. Rd.) Br.
Br. # ~~[illegible]~~ 29C 256

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this bridge project # BROS-1500(4). The County's share of the PE costs and their advance deposit will be:

by Check Rec'd 12-14-83

Total P.E. Costs	$22,000
Federal Funds	17,600
County's Share of Costs	$ 4,400

Please send in your $4,400 advance deposit according to one of the methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HK:pf
Attachment

bcc w/AD # 83-108: Jack Ayres, Region 3
Vern Skoog - Please return the completed AD #83-108 when the advance deposit is received.

[illegible]

CON 19 [illegible]
Little
B [illegible]

October 26, 1983

Jackson County Board of Commissioners
Courthouse
Medford, OR 97501

AGR 4

Attention: Kathy Beckett
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files are fully executed copies of two agreements covering the following projects:

Elk Creek (Dodes Creek Road) Bridge Section (Bridge No. 29C276).

~~South Fork Little Butte Creek (South Fork Little Butte Creek Road) Bridge Section (Bridge No. 29C256~~).

We are retaining fully executed copies of each agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Attachment

bc: Gary Potter (agree. att.)

10130 CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1500(4) Little Butte Cr.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40054

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/24/83

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
South Fork Little Butte Creek Bridge #29C25~~4~~6 Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ xx PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $22,000
F.F $17,600
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/17/83.

Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 27 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to [illegible] 10/27

14. DATE 10/24/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,170 10-17-83

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., 2.5 mi. S.E. of Lake Creek "S. Fork Little Butte Creek Br."	117	40054	BROS-1500(4)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Jackson Code 29

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 8 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Action ~~Assessment~~: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2 .

(2) Structure No. 29C~~254~~256.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 22,000
FF	$ 17,600
STATE	$ --
CO.	$ 4,400

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS: 1) Enclosed is a copy of Parts 1, 2 & 4 of Project Prospectus & project map.
2) Included in approved bridge replacement inventory with sufficiency rating of 3.0.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-17-83	D. E. Swan, P.E.	Project Unit Engineer

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO-ACC

TO: Files

DATE: September 8, 1983

FROM: Hal Reynoldson
Hal Reynoldson
Local Programs Coordinator

SUBJECT: S. Fk. Little Butte Crk. (S. Fk. Little Butte Crk. Rd.) Br.
Jackson County
HBR Project
Bridge #29C256

This is to distribute the project request for this project. This project was approved by H.S. Coulter on July 5, 1983.

HR:bkb
Attachment

cc: Max Klotz - Please add to PCS.
D.E. Swan - Please program with FHWA.
F.E. Terpin
J.B. Boyd
Don Aman
L.E. George, w/attach
W.J. Hart, w/attach
Cam Gilmour
R. Trygstad, w/attach
Don Adams, w/attach
Steve Macnab, w/attach
Ed Johnson, w/attach
J. Gix, Region 3
J. Ayres, Region 3
N. Flanagan

1 Versteeg ✓
Vander ca. J
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
SEP 09 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1307

10,170 9-1-83

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: S. Fork Little Butte Cr. Rd. (Bridge No. 29C256)

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE: 8-31-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3,000.00	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	----		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	----		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500.00	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	----	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	----	
910 REGION GEOLOGIST	1,000.00		924 D.O.T.			955 R/W RELOC. ASSISTANCE	----	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	500.00		980 PUBLIC HEARING	----	
913 RIGHT-OF-WAY LIAISON	----		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	----		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$29,000.00	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications to construct by contract a new structure at this location.

PREPARED BY	DATE 9-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 9-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S. Fork Little Butte Cr. Rd. (Bridge No. 29C256)

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) no right of way involved (see back)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
xx 9-1-83	440-3399	

10,170 8-23-83

PROJECT PROSPECTUS

PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Bridge #240 - South Fork Little Butte Creek Road (State Br. #29C256)		KEY ID # 1736	REGION 8
~~STATE~~ County HIGHWAY # 1000	HIGHWAY NAME South Fork Little Butte Creek Road	MILE POST 3.98 ~~FROM~~ ~~TO~~	LENGTH 110'0"
☐ URBAN ☒ RURAL	CITY N/A	COUNTY Jackson	ROAD/STREET NAME N/A
ROUTE # 1000	FEDERAL AID # N/A	APPLICANT (IF OTHER THAN STATE) Jackson County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 28.55	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	0
ROADWAY	$		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 230.25		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 63.6		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 293.85	WORK TYPE (1-12)	5	☐ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 322.4				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Highway Bridge Replacement	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	410	800
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Bridge #240 is an existing glue laminated wood stringer bridge. Three false bents have been constructed because of drift and erosion damage to two of the pile bents. The footings for the concrete pier were not keyed into solid rock. Because of the angle at which the stream hits the pier (approx. 45°) there is a serious and continual scour problem with the footings.

PROPOSED SOLUTION

Replace Bridge #240 with a new concrete structure

REQUESTED, REGION ENGINEER X X	DATE 8-23-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE JUL 5 1983	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

REGION

PROJECT JUSTIFICATION

This bridge has a sufficiency rating of 3.0 on the highway bridge replacement program priority list.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S. Fork Little Butte Cr. Rd. (Bridge No. 29C256) Jackson Co.

REGION
3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	
						UTILITIES	N	(LIST BELOW)			

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		**RELOCATIONS**	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED	DESIGN STANDARDS
45 MPH	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							11	0	11							
				4			12	0	12			4				

PROPOSED

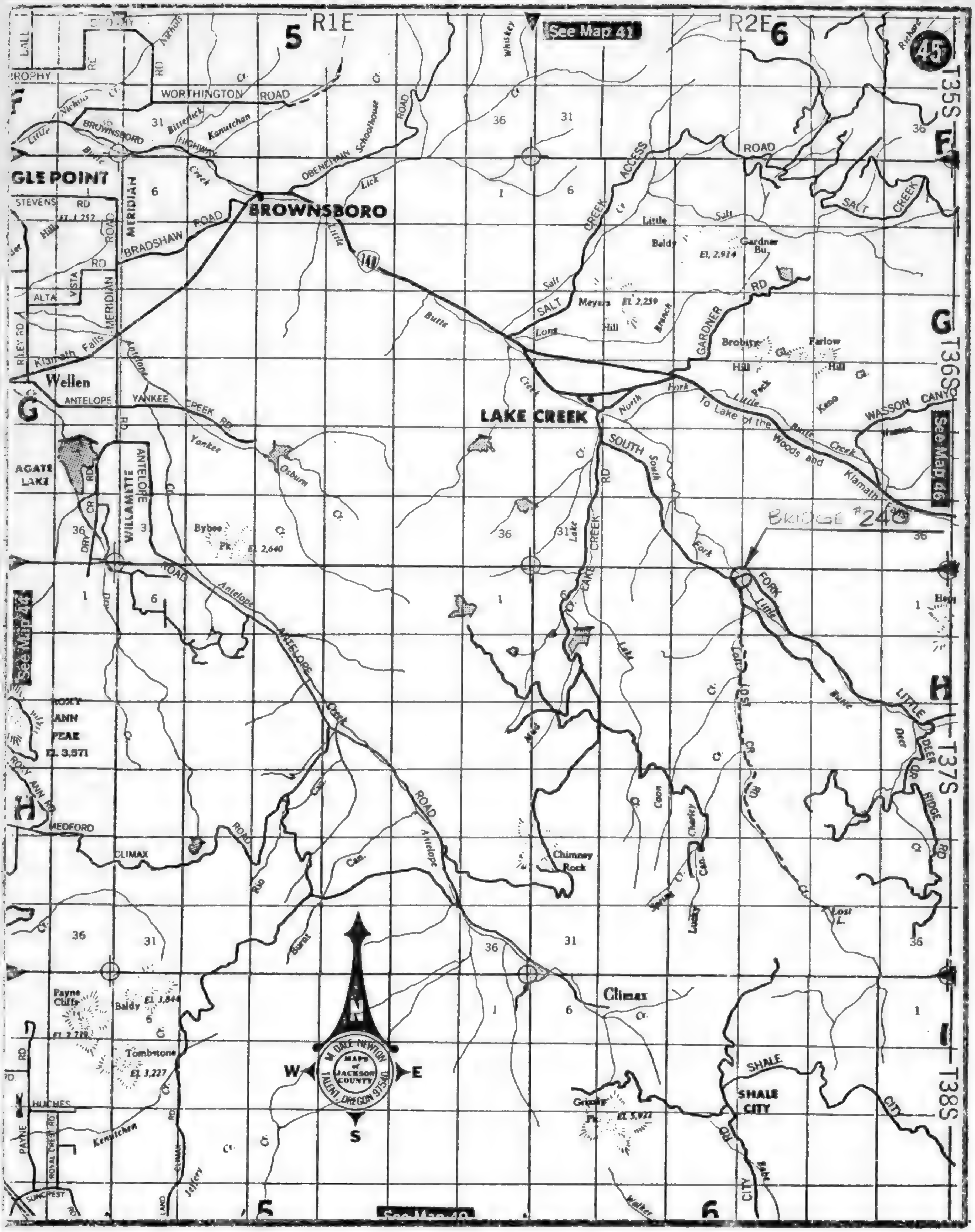
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
asphaltic concrete		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	110	32	230,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)


R1E
See Map 41
R2E
5
6
45
T35S
T36S
T37S
T38S
F
G
H
I
WORTHINGTON ROAD
BROWNSBORO HIGHWAY
OBENCHAIN Schoolhouse ROAD
GLE POINT
BROWNSBORO
STEVENS RD
BRADSHAW ROAD
MERIDIAN
ALTA VISTA RD
Klamath Falls
Wellen
ANTELOPE YANKEE CREEK RD
LAKE CREEK
SALT CREEK ACCESS
SALT CREEK
Little Baldy
Gardner Bu.
El. 2,914
Meyers Hill
El. 2,259
GARDNER RD
Brobity Hill
Farlow Hill
North Fork
Little Butte Creek
To Lake of the Woods and Klamath Falls
WASSON CANY
See Map 46
SOUTH FORK
SOUTH LAKE CREEK RD
BRIDGE #240
AGATE LAKE
WILLAMETTE
ANTELOPE
Bybee Pk.
El. 2,640
Osburn
ANTELOPE ROAD
Antelope Creek
See Map 44
ROXY ANN PEAK
El. 3,571
MEDFORD
CLIMAX
Chimney Rock
Lost Cr. Rd.
Coon Cr.
Charley Can.
Lucky
Lost L.
DEER RIDGE RD
Payne Cliffs
Baldy
El. 3,844
Tombstone
El. 3,227
HUGHES
ROYAL CREST
SUNCREST
Kanutchan
Jeffery
Climax
Grizzly Pk.
El. 5,922
SHALE CITY
CITY RD
Walker
M. DALE NEWTON MAPS of JACKSON COUNTY TALENT, OREGON 97540
N
S
W
E
See Map 49
5
6

FEDERAL AID PROJECT REQUEST

Date August 2, 1983

Applicant Agency Jackson County Department of Public Works

Request for: Off-System X , FAS-C_____, FAUS_____ Project(Highway Bridge Replacement Program)

Federal Aid Route No.__________ Route Name__________

Project Name Bridge #240 - South Fork Little Butte Creek Road (State Bridge #29C256)

Project Length 110'0" Project Location (Attach sketch map)

Project Description Replace Bridge #240, an existing glue laminated stringer bridge, with a new concrete structure

Average Daily Traffic 410 Design Speed 45 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA N/A

1. Existing Roadway: (Attach sketch)

Width__________ Travel Lanes__________ Shoulders__________
Medians__________ Parking__________
Sidewalks__________
Remarks__________

2. Desired Roadway Cross Section: (Attach sketch)

Width__________ Travel Lanes__________ Shoulders__________
Medians__________ Parking__________
Curbed__________ Length Curb Radii__________
Sidewalk/Bikeway__________
Remarks__________

II. RIGHT-OF-WAY DATA N/A

1. Existing Right-of-Way:

General Width__________ Minimum__________ Maximum__________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes__________ No__________

3. Will additional right-of-way be needed? Yes__________ No__________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes__________ No__________
Remarks__________

III. TRAFFIC CONTROL DATA N/A

1. Existing Signalization and Location:

2. Proposed Signalization:

Location

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA N/A

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location On South Fork Little Butte Creek Road at m.p. 3.98
Type glue laminated stringers
Approach Roadway Width 22'0" Shoulder Width N/A
Length 105'0" Width 22'0"
To remain in place? No

2. Proposed Structure:

Location On South Fork Little Butte Creek Road at m.p. 3.98

Approximate Size: Length 110'0" Width 32'0"

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes - telephone cable

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No available detour route existing

Remarks

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes No

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Jackson County Planning Department **Office**
2.	Environmental	Jackson County Planning Department **Office**
3.	Public Hearing	Jackson County Public Works Department **Office**

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant State X Consultant

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?
Yes X No_________
If "yes," describe briefly: Will make improvements to approach roadway after structure is completed

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	230,250.
XXXXXXX Contingencies	21,200.
Other Construction Engineering	42,400.
Preliminary engineering	28,550.
PROJECT TOTAL	$ 322,400.

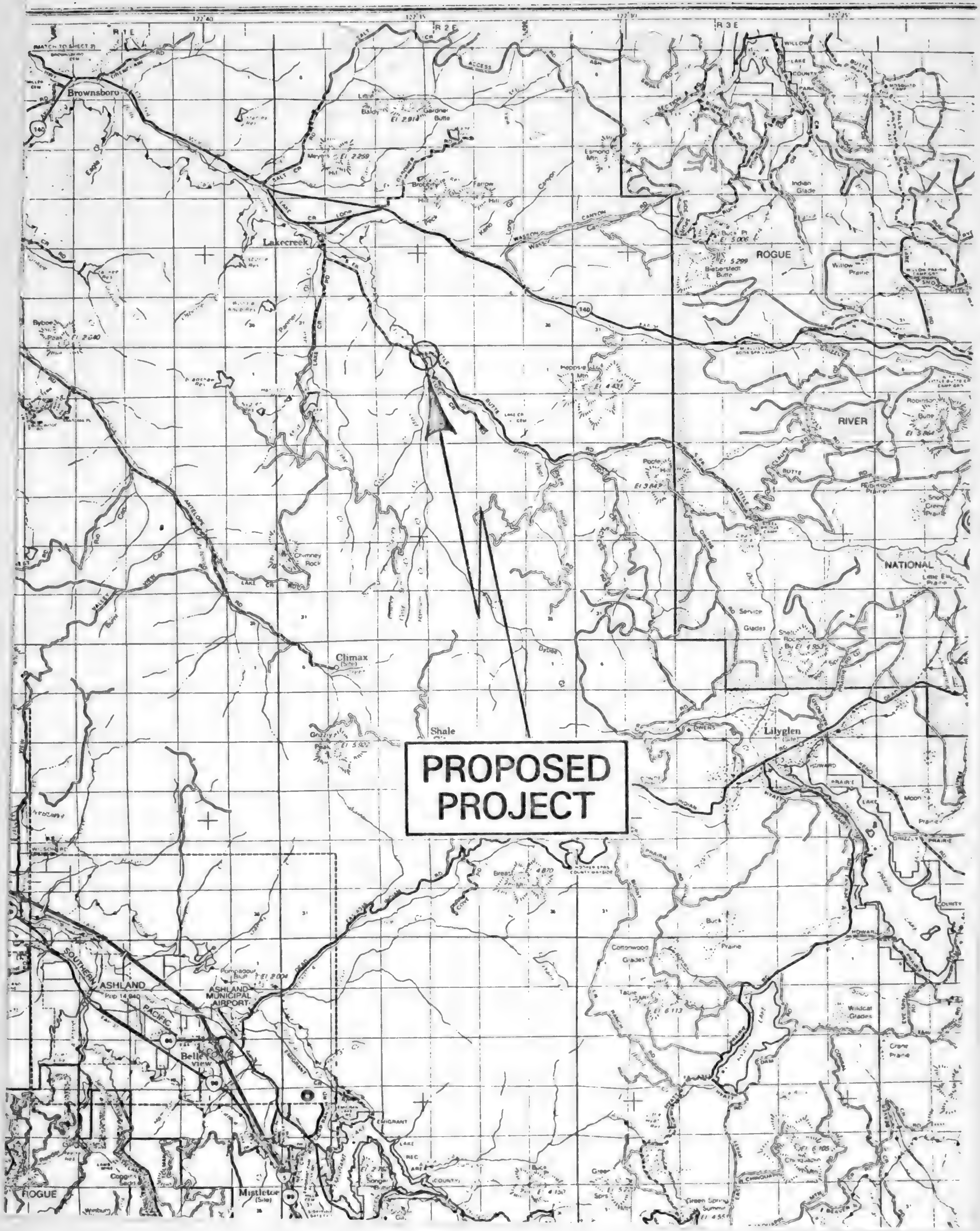
Remarks_________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _________ and/or Jackson COUNTY

By Paul [illegible]

By_________


PROPOSED PROJECT
Brownsboro
Lakecreek
Climax
Shale
Lilyglen
ROGUE
RIVER
NATIONAL
ASHLAND
ASHLAND MUNICIPAL AIRPORT
Bellview
Mistletoe
Chimney Rock
Grizzly Peak
Buck Prairie
Cottonwood Glades
Table Mtn
Service Glades
Indian Glade
Willow Prairie
Wildcat Glades
Crane Prairie
Moon Prairie
R 1 E
R 2 E
R 3 E
SOUTHERN PACIFIC
140

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION S. Fork Little Butte Cr. (Bridge No. 29C256)

REGION 3

SURVEY AUTHORITY	AUTHORIZATION NO. 2	PREFIX 215-1911	DATE 12-29-81

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		1,500	921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		10,000	929		2,000
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 22,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS - 1500(4)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications to construct a new structure at this location. The preliminary engineering will not be performed by a consultant. This authority will provide free bridge design and specifications for the county.

Versteeg
Anderson
Adams
Macnab
Steudenmeyer T.E.
Turpin
Trout
Wakerlig

RECEIVED
JAN 05 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

PREPARED BY Ronald T. Noble	DATE 12-29-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/4/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 12-29-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJE ~~T~~ PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Jackson Co

SECTION: S. Fork Little Butte Cr. ~~Rd.~~ Bridge No. 29C256

REGION: 3

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	215-1911	8-31-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT		10,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		1,500	921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$ .00	$ 22,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS-1500(4)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications to construct by contract a new structure at this location. The Preliminary engineering is to be performed by a consultant and this authority is now to monitor the consultants activities.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Approved by Hwy Eng 7-5-83 (1984)

PREPARED BY	DATE 9-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 10/17/83
RECOMMENDED, REGION ENGINEER X	DATE 9-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	1736
SECTION	South Fork Little Butte Creek Bridge #29C256
REGION	~~8~~ 3

~~XXXX~~ County HIGHWAY # 1000	HIGHWAY NAME South Fork Little Butte Creek Road	MILE POST 3.98 ~~XXXXX~~ ~~XXX~~	LENGTH 110'0"
☐ URBAN ☒ RURAL	CITY N/A	COUNTY Jackson	ROAD/STREET NAME N/A
ROUTE # 1000	FEDERAL AID # N/A	APPLICANT (IF OTHER THAN STATE) Jackson County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 22 ~~20.55~~
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$ 167 ~~230.25~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 12	
	$	
40% ENGINEERING & CONTINGENCIES	$ 72 ~~63.6~~	
TOTAL CONSTRUCTION		$ 251 ~~293.85~~
TOTAL ESTIMATE		$ 223 ~~322.4~~

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	X
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
ENVIRONMENTAL CLASS (1,2,3)	~~3~~ 2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	5

RIGHT OF WAY	
FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	~~S~~ C
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Highway Bridge Replacement	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	410	800
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Bridge #240 is an existing glue laminated wood stringer bridge. Three false bents have been constructed because of drift and erosion damage to two of the pile bents. The footings for the concrete pier were not keyed into solid rock. Because of the angle at which the stream hits the pier (approx. 45°) there is a serious and continual scour problem with the footings.

PROPOSED SOLUTION

Replace Bridge #240 with a new concrete structure

REQUESTED, REGION ENGINEER X X	DATE 8-23-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE JUL 5 1983	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

REGION

PROJECT JUSTIFICATION

This bridge has a sufficiency rating of 3.0 on the highway bridge replacement program priority list.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: S. Fork Little Butte Cr. Rd. (Bridge No. 29C256) Jackson Co.

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES: N (LIST BELOW)

COMPANIES

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 45 MPH

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2.	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							11	0	11							
				4			12	0	12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
asphaltic concrete		2"			

STRUCTURE DATA

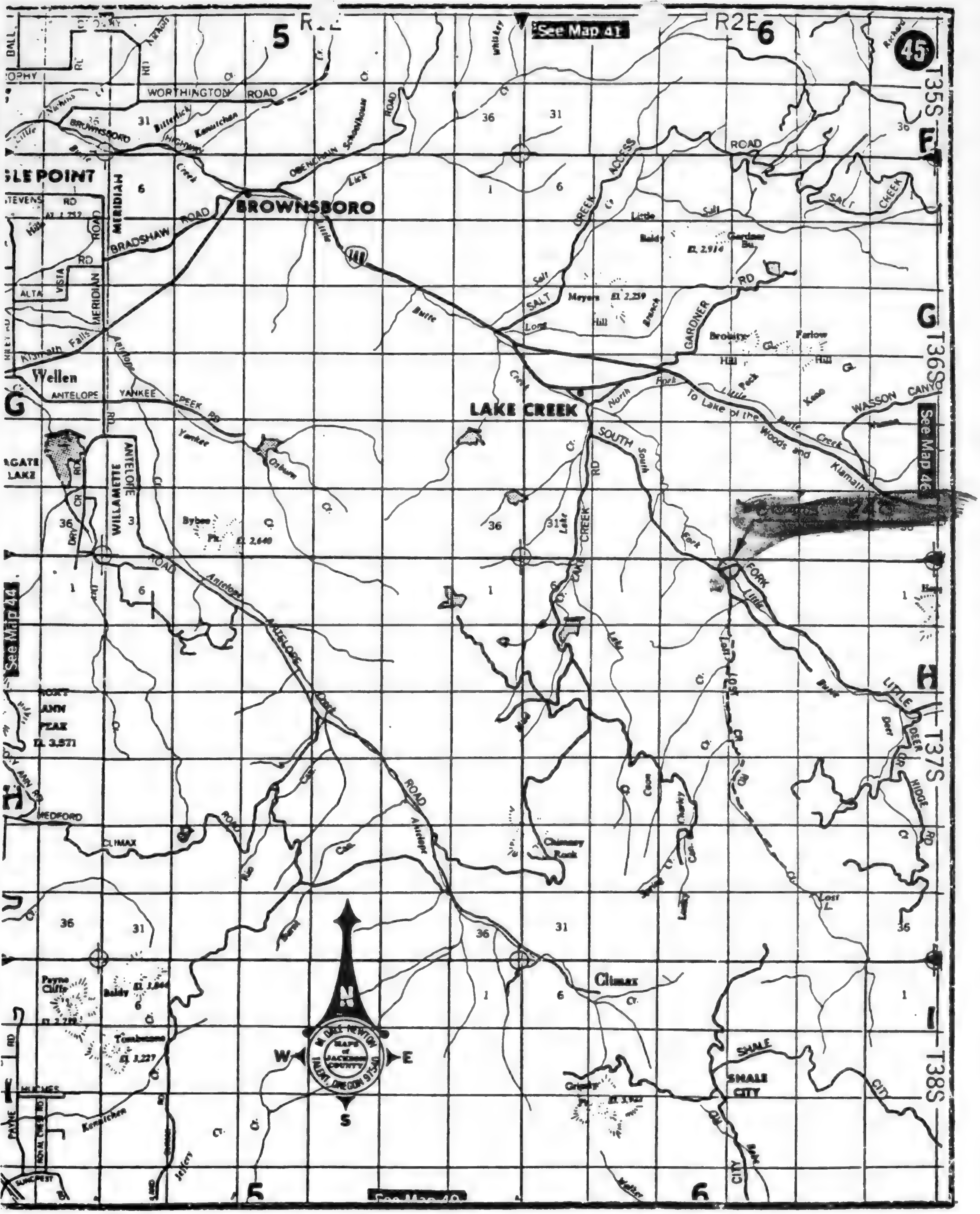
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	110	32	167,000 ~~230,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)


45
See Map 41
R2E
5
6
T35S
T36S
T37S
T38S
F
G
H
I
See Map 44
See Map 46
See Map 49
WORTHINGTON ROAD
BROWNSBORO
HIGHWAY
BROWNSBORO
BRADSHAW ROAD
MERIDIAN
MERIDIAN
ALTA VISTA RD
STEVENS RD
Klamath Falls
Wellen
ANTELOPE YANKEE CREEK RD
AGATE LAKE
WILLAMETTE
ANTELOPE
Bybee Pk.
LAKE CREEK
SALT CREEK ACCESS
Little Baldy
Gardner
Meyers Hill
Long
GARDNER RD
Brophy Hill
Farlow Hill
To Lake of the Woods and Klamath
WASSON CANY
SOUTH FORK
LAKE CREEK RD
SALT CREEK
ROAD
Little Butte Creek
Antelope
ANTELOPE ROAD
ROAD
Lost
ROXY ANN PEAK El. 3,571
MEDFORD
CLIMAX
Chimney Rock
DEER RIDGE RD
Climax
Payne Cliffs
Baldy
Tombstone El. 3,227
HUGHES
Kenutchen
Grizzly Pk.
SHALE CITY
SHALE CITY RD
MAP of JACKSON COUNTY
TALENT, OREGON 97540
N
W
E
S
36
31
1
6
[redacted]

1985 The Dalles / California-Wash-10,171
burn Wy. Sec. of (South Side Bypass) @
Klamath Falls. (Gr, pv, st, & sign) #6

9-22-89
7-16-85
C&A 8154 9-11-84

A&R 599 – 1-16-81

RR 1193 6-21-85
6-26-85
4-3-86
8-31-88

RR 1191 8-6-85

C&A 8970 – 10-15-86

10,171

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-1-90

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building Salem Oregon 97303

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. RS-B319(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 071785 To: 7-24-90

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
146,757.19	143,199.04	.8815	126,229.95	126,229.95	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

State Highway Agency

By Robert E Warke *Authorized Officer*

Date 8/1/90

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

THE DALLES CALIFORNIA HWY WASHBURN WAY SECTION
COUNTY ROAD
KLAMATH COUNTY

Type Code ROW RIGHT OF WAY		
State	All Required	$143,199.04
TYPE CODE Y004 BUILDING DEMOLITION	ALL REQUIRED	$0.0
TOTAL PARTICIPATING COST		$143,199.04
Non-Participating Project Costs State	All Required	$3,558.15
TOTAL NON-PARTICIPATING COST		$3,558.15
TOTAL PROJECT COSTS		$146,757.19

RS B 319 (2)

Oregon Department of Transportation

INVOICE

PAGE NO.	1
BILLING DATE	05/03/90 13:37
REPORT NO.	FMBL824-1

TO ENSURE PROPER CREDIT, RETURN THIS FORM WITH YOUR REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

OREGON STATE TREASURY
KLAMATH COUNTY #4863
SALEM OR 97310

FOR INFORMATION CONCERNING THIS INVOICE CALL:
(503)378-6578

AGENCY	T/C	CURR. DOC.	DOC. DATE	VENDOR NO./SUFFIX	UNIT
02	350			0000132900-81	9901

ACCOUNT	REVENUE SOURCE	AGENCY SOURCE	CUSTOMER AMOUNT DUE	CUSTOMER AMOUNT REMITTED	REV	CUSTOMER REFERENCE
RVF03986-000 01	844010	10	8,654.04			8154

AMOUNT DUE	$8,654.04

734-1158A(11-88)

```
 REPORT NO: FMBL824-2                              OREGON DEPARTMENT OF TRANSPORTATION                                PAGE    2
                                                          HIGHWAY DIVISION                                    RUN 05/03/90 13:37
 CUSTOMER:          OREGON STATE TREASURY                 BILLING STATEMENT

 LOCAL AGREEMENT:  8154        KLAM CO/DALES-CA-WAS                        BILLING PERIOD: 04/05/90 TO 05/02/90

  TRANS   DOCUMENT     DOCUMENT         -----------TRANSACTION AMOUNT--------    ADVANCE DEPOSIT          NET AMOUNT
  TYPE      DATE        NUMBER                 CHARGES            PAYMENTS           BALANCE                   DUE

 F03984-01  KLAM CO/DALES-CA-WAS

  CHG ***PREVIOUSLY REPORTED ===>             71,712.58
  CHG      05-03-90   PB050390-00              8,654.04

 F03984-01 AGREEMENT END OF PERIOD            80,366.62
 ******************************************************************************************************
 F03984-02  KLAM CO/DALES-CA-WAS

  CHG ***PREVIOUSLY REPORTED ===>          1,493,946.36

 F03984-02 AGREEMENT END OF PERIOD         1,493,946.36
 ******************************************************************************************************
 F03986-01  KLAM CO/DALES CA-WAS

  CHG ***PREVIOUSLY REPORTED ===>            770,687.02

 F03986-01 AGREEMENT END OF PERIOD           770,687.02
 ******************************************************************************************************

                                          ------------------ ------------------ ------------------ ------------------
 LOCAL AGREEMENT TOTAL                          2,345,000.00       2,336,365.96               0.00           8,654.04
                                                                                                   ==================
```

16,15

file

March 30

Bob:

You asked for updates on billing of this project through completion. Attached is information closing out the PE portion of the project.

Marta

Send to Dale

RECEIVED
DOT DIRECTOR
REFER TO
DALE ALLEN

MAR 30 1990

FOR

Info	Inves	R/O	Prep Direct	Sign	Act	File
☒	☐	☐	☐	☐	☐	☐

Oregon Department of Transportation

INVOICE

AGENCY 02	INVOICE NUMBER	DOCUMENT NUMBER	RECEIPT DATE
YOUR ORDER NUMBER 8154	BILLING REQ. NUMBER	INVOICE DATE 050390	VENDOR NUMBER 18125 00

TO ENSURE PROPER CREDIT PLEASE RETURN A COPY OF THIS FORM WITH YOUR REMITTANCE

Klamath co. Rd Department
334 Main Street
Veterans Memorial Bldg
Klamath Falls, Or 97601

SEND REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
ACCOUNTING SERVICES
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	ORG. UNIT	EXP. ACCOUNT	SUB JOB	AT	ACTIVITY	OBJ DET.	REVENUE SOURCE	AGY. SRC.	AMOUNT	R	SFO
350	9901	RVF03984	000	01			844010	10	380.34		
350	9901	RVF03984	000	02			844010	10	522,767.93		
350	9901	RVF03986	000	01			844010	10	8,273.45		

DESCRIPTION	TOTAL PRICE
Final settlement on RSB-319 (3) The Dalles/Cal Hwy See Attached	
SPECIAL INSTRUCTIONS FOR ACCOUNTING USE ONLY / TOTAL AMOUNT DUE	531,421.72

734-1150A(10-89) IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz TELE: 378-6563

INVOICE PREPARER

JUDY GREGORY

R.N. BOTHMAN

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 24, 1990

County: Klamath AGREEMENT NO: 8154 PROJECT NO: RS-B319(3)

CONTRACT NO: 10171 SECTION: The Dalles/Cal Hwy-Washburn

Construction Prefix C 10171		Participating	Non-Participating County	 State
Payment to Contractor		3,735,358.52	2,382,824.27	1665.05
EEO Moritoring	(State)	12,429.00		
Per Striping	(State)	5,277.00		
Triangutation control Points	(County)	1200.00		
Triangutation Control Points	(State)	5008.20		
R/W Monumentation	(State)	2746.77		
RR Permits (BNRR)	County	1556.96		
Install Flasher	(State)	383.41		
To install larger sign	(State)	867.35		
RR Protection (SPTC)	(County)	33,027.45		
RR Proctection (BNI)	(County)	22,828.18		
Work by BNRR	(County)	38,371.08		
Field Engineering	(State)	237,719.65		
Field Engineering	(County)	137,545.36		
Audit Expense	(County)	613.58		
Audit Expense	(County)		295.66	
EEO Monitoring			6213.56	
Interest on Final Payment			3.86	
Install settlement Plates				6609.49
Install Signs			510.08	29.12
Construction Engneering			405,827.33	75,963.18
Total Construction Cost		4,234,932.51	2,795,674.76	84,266.84

Total Participating Co. cost	1,362,817.93	
Less Federal Funds	(1,201,324.00)	
Less State Share 1/2 Balance	(80,746.97)	
Plus County Non Participating Cost	2,795,674.76	
less County Advance Deposits		
Const. AD #85-59	2,000,000	
Const AD #85-159	345,000	(2,345,000.00)
County Balance Due	531,421.72	

DG/tc/ klamath county

- 10,171

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: MARCH 29, 1990

COUNTY: Klamath AGREEMENT NO.: 8154 PROJECT NO.: RS-B319(1)

CONTRACT NO.: C10,171 SECTION: The Dalles-California Hwy-Washburn Way

Preliminary Engineering Prefix: C518-1920

	Participating	Nonparticipating
Project Manager	$ 97,316.45	$ 3,113.04
Consultant Fee's Wilsey & Ham	61,670.00	
Final Design	59,316.02	
Right-of-Way Descriptions	35,515.64	
Traffic Section Sign Design	18,112.35	
Utility and R/W Liaison	5,277.59	
Audit Services	1,540.06	
Photogrammetry	7,690.52	
Location Section	37,057.42	
Program Section	497.53	
Specifications	5,831.60	
Environmental Section	48,020.01	125.54
Free Bridge Design	1,894.18	
Base Design	216.51	
Geotech	8,689.03	
Hydraulics	3,823.90	
Archaeological Salvage	1,229.73	
Urban Studies	38.47	
Public Hearing	2,899.23	
Permit Preparation	1,208.26	
Total P. E. Cost to County	$ 397,844.30	$ 3,238.58
Less Free Bridge Design	(1,894.18)	0.00
	$ 395,950.12	$ 3,238.58

Prefix C518-1986 (State Cost)

	Participating	Nonparticipating
Bridge Design	$ 34,810.31	$ 514.92
Structure Foundations	62,518.40	99.95
Project Manager	7,000.00	
Specifications	4,197.69	
Total P. E. Cost (State Cost)	$ 108,526.40	$ 614.87

Utility Prefix C518-1017

SFO #1 PPL Relocation	$ 44,608.30	$
SFO #2 Pac N. W. Bell	2,499.71	
SFO #3 City Water Relocation	26,376.52	
State Engineering	325.26	
Audit Expense	1,196.43	
Nonparticipating Cost Code Part.	(3,284.39)	3,284.39
Total Utility Cost	$ 71,721.83	$ 3,284.39

Summary:

Participating P. E. Cost		$ 395,950.12
Participating Utility Cost		71,721.83
Total Participating Cost		$ 467,671.95
Less Federal Funds (85.80%)		(401,262.53)
Less State Share 1/2 Balance		(33,204.71)
Plus Nonparticipating Cost		6,522.97
County's Advance Deposit		
P. E. AD #843	$ 24,850.00	
Utility AD #84-80	2,650.00	
Addition Payment	12,290.73	(39,790.73)
Balance Due County		$ (63.05)

MKS:pk

BATCH DATE	BATCH TYPE	NUMBER	FISCAL YEAR
03/28/90	G	XPY	90

REMITTANCE ADVICE

INVOICE DATE	INVOICE NO OR DESCRIPTION	NET AMOUNT	INVOICE DATE	INVOICE NO. OR DESCRIPTION	NET AMOUNT
03/28/90	REFUND/RS-B319	63.05			

TOTAL PAYMENT $63.05

regon Department of Transportation
ANSPORTATION ACCOUNTING SERVICES
TRANSPORTATION BUILDING
LEM, OREGON 97310
4-2168 (10-89)

HIGHWAY

TO THE
STATE TREASURER
SALEM, OREGON

96-10
1232

	DATE	DATE	BATCH	TYPE	PAY DOLLARS CENTS	AMOUNT
0050014	03/29/90	03/28/90	G	XPY	**********63:05	$63:05

COUNT 73105

VOID AFTER 2 YEARS FROM DATE OF ISSUE

PAY
THE
DER OF

KLAMATH COUNTY ROAD DEPT
334 MAIN ST
VETERANS MEMORIAL BLDG
KLAMATH FALLS OR 97601

CENTRAL SERVICES AERONAUTICS HIGHWAY
MOTOR VEHICLES PARKS AND RECREATION PUBLIC TRANSIT

Douglas R. Goldhand

⑈00050014⑈ ⑆123200101⑆ 73105⑈

this closes out the P.E. Phase

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: MARCH 29, 1990

COUNTY: Klamath AGREEMENT NO.: 8154 PROJECT NO.: RS-B319(1)

CONTRACT NO.: C10,171 SECTION: The Dalles-California Hwy-Washburn Way

Preliminary Engineering Prefix: C518-1920

	Participating	Nonparticipating
Project Manager	$ 97,316.45	$ 3,113.04
Consultant Fee's Wilsey & Ham	61,670.00	
Final Design	59,316.02	
Right-of-Way Descriptions	35,515.64	
Traffic Section Sign Design	18,112.35	
Utility and R/W Liaison	5,277.59	
Audit Services	1,540.06	
Photogrammetry	7,690.52	
Location Section	37,057.42	
Program Section	497.53	
Specifications	5,831.60	
Environmental Section	48,020.01	125.54
Free Bridge Design	1,894.18	
Base Design	216.51	
Geotech	8,689.03	
Hydraulics	3,823.90	
Archaeological Salvage	1,229.73	
Urban Studies	38.47	
Public Hearing	2,899.23	
Permit Preparation	1,208.26	
Total P. E. Cost to County	$ 397,844.30	$ 3,238.58
Less Free Bridge Design	(1,894.18)	0.00
	$ 395,950.12	$ 3,238.58

Prefix C518-1986 (State Cost)

	Participating	Nonparticipating
Bridge Design	$ 34,810.31	$ 514.92
Structure Foundations	62,518.40	99.95
Project Manager	7,000.00	
Specifications	4,197.69	
Total P. E. Cost (State Cost)	$ 108,526.40	$ 614.87

Utility Prefix C518-1017

SFO #1 PPL Relocation	$ 44,608.30	$
SFO #2 Pac N. W. Bell	2,499.71	
SFO #3 City Water Relocation	26,376.52	
State Engineering	325.26	
Audit Expense	1,196.43	
Nonparticipating Cost Code Part.	(3,284.39)	3,284.39
Total Utility Cost	$ 71,721.83	$ 3,284.39

Summary:

Participating P. E. Cost		$ 395,950.12
Participating Utility Cost		71,721.83
Total Participating Cost		$ 467,671.95
Less Federal Funds (85.80%)		(401,262.53)
Less State Share 1/2 Balance		(33,204.71)
Plus Nonparticipating Cost		6,522.97
County's Advance Deposit		
P. E. AD #843	$ 24,850.00	
Utility AD #84-80	2,650.00	
Addition Payment	12,290.73	(39,790.73)
Balance Due County		$ (63.05)

MKS:pk

KLAMATH COUNTY ROAD DEPT
334 MAIN ST
VETERANS MEMORIAL BLDG
KLAMATH FALLS OR 97601

```
                                                                  1
                                                          03/07/90  22:49
                                                          FMBL824-1

      KLAMATH COUNTY ROAD DEPT
      334 MAIN ST
      VETERANS MEMORIAL BLDG
      KLAMATH FALLS                OR 97601

  02   350
                                                  18125     -00         9901

  RVF02984-000  03   844010   10          0.00                     5919
  RVF02988-000  03   844010   03          0.00                     8294

                        NO REMITTANCE REQUIRED
```

```
REPORT NO: FMBL824-2                    OREGON DEPARTMENT OF TRANSPORTATION                         PAGE     2
                                                  HIGHWAY DIVISION                             RUN 03/07/90 22:49
CUSTOMER:          KLAMATH COUNTY ROAD DEPT       BILLING STATEMENT

LOCAL AGREEMENT:  5919        KLAM CO/WASHBRN WY-G                 BILLING PERIOD: 02/08/90 TO 03/07/90
 TRANS   DOCUMENT    DOCUMENT       ------------TRANSACTION AMOUNT---------   ADVANCE DEPOSIT         NET AMOUNT
 TYPE     DATE        NUMBER                CHARGES           PAYMENTS            BALANCE                 DUE

F02982-01  KLAM CO/WASHBRN WY-G

 CHG ***PREVIOUSLY REPORTED ===>           5,092.25

F02982-01 AGREEMENT END OF PERIOD          5,092.25
*****************************************************************************************************
 02982-02  KLAM CO/WASHBRN WY-G

 CHG ***PREVIOUSLY REPORTED ===>           3,284.39

F02982-02 AGREEMENT END OF PERIOD          3,284.39
*****************************************************************************************************
F02984-01  KLAM CO/WASHBRN WY-G

 CHG ***PREVIOUSLY REPORTED ===>               0.00

F02984-01 AGREEMENT END OF PERIOD              0.00
*****************************************************************************************************
F02984-02  KLAM CO/WASHBRN WY-G

 CHG ***PREVIOUSLY REPORTED ===>          28,112.46

F02984-02 AGREEMENT END OF PERIOD         28,112.46
*****************************************************************************************************
 02984-03  KLAM CO/WASHBRN WY-G

 CHG ***PREVIOUSLY REPORTED ===>           3,238.58

F02984-03 AGREEMENT END OF PERIOD          3,238.58
*****************************************************************************************************

                                   ----------------- ----------------- ----------------- -----------------
LOCAL AGREEMENT TOTAL                     39,727.68         39,790.73             63.05              0.00
                                                                                         =================
REPORT NO: FMBL824-3                           OREGON DEPARTMENT OF TRANSPORTATION
                                                       HIGHWAY DIVISION                              PAGE      3
CUSTOMER:           KLAMATH COUNTY ROAD DEPT        SUMMARY BILLING REPORT                    RUN 03/07/90 22:49

LOCAL AGREEMENT:  5919         KLAM CO/WASHBRN WY-G

                                                             -------------EXPENDITURE TOTAL--------  ---------BILLING---
                                                             FHWA PARTICIPATING   NON-PARTICIPATING          CALCULATIONS
075 FED. APPR.: RURAL SECONDARY
===
 RS  -B319-001 PROJECT ID
  F02982 AGREEMENT  BILLING PERIOD: 02/08/90 TO 03/07/90

    EA -  SUBJOB    EA-SUBJOB TITLE                          ST CLS
    ------------   ------------------------------------------ -- ----

    C5181017-000 WASHBURN WY-GREEN SPR HWY                   04                3,104.92-
    C5181017-001 WASHBURN WY-GREEN SPR HWY                   07                                     3,284.39
    C5181017-011 WASHBURN WY-GREEN SPR HWY                   04               74,826.75
  F02982                                                             ------------------  ------------------
                                                 EXPENDITURE TOTAL            71,721.83  +         3,284.39  =        75,006.22
                                                                     ------------------  ------------------  ------------------
  F02982               EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:    71,721.83  +         3,284.39  =        75,006.22
                                                 EXPENDITURE TOTAL            71,721.83  +         3,284.39  =        75,006.22
                                                                                                             ==================
  F02982-00 FEDERAL HIGHWAY
            FHWA AUTHORIZED AMOUNT:          61,537.33         NO: 32775     -00
            FHWA SHARE                                           PERCENT:          85.80%
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                 61,537.33                        =        61,537.33
                                                                                                                          61,537.33
            FHWA CURRENT BILLING AMOUNT                                                                      ------------------
                                                                                                                               0.00
                                                                                                             ==================
  F02982 AGREEMENT                                                   ------------------  ------------------
                                      EXPENDITURE TOTAL LESS: FHWA SHARE      10,184.50  +         3,284.39  =        13,468.89
                                                                                                             ==================
  F02982-01 KLAMATH COUNTY ROAD DEPT
            ESTIMATED  AMOUNT:               2,650.00          NO: 18125     -00
            CUSTOMER SHARE                              AUTHORIZED PERCENT:        50.00%
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                              5,092.25                        =         5,092.25
                                                                                                                           5,092.25
            CUSTOMER CURRENT BILLING AMOUNT                                                                  ------------------
                                                                                                                               0.00
                                                                                                             ==================
  F02982-02 KLAMATH COUNTY ROAD DEPT
            ESTIMATED  AMOUNT:                   0.00          NO: 18125     -00
            CUSTOMER SHARE                              AUTHORIZED PERCENT:                          100.00%
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                 3,284.39  =         3,284.39
                                                                                                                           3,284.39
            CUSTOMER CURRENT BILLING AMOUNT                                                                  ------------------
                                                                                                                               0.00
                                                                                                             ==================
REPORT NO: FMBL824-3
                                       OREGON DEPARTMENT OF TRANSPORTATION                              PAGE     4
                                                HIGHWAY DIVISION                                    RUN 03/07/90 22:49
CUSTOMER:         KLAMATH COUNTY ROAD DEPT    SUMMARY BILLING REPORT

LOCAL AGREEMENT:  5919          KLAM CO/WASHBRN WY-G

                                                         -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                         FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
075 FED. APPR.: RURAL SECONDARY
===
 RS  -B319-001 PROJECT ID
  F02984 AGREEMENT  BILLING PERIOD: 02/08/90 TO 03/07/90

   EA -  SUBJOB   EA-SUBJOB TITLE                        ST CLS
   ------------ ---------------------------------------- -- ----

   C5181920-000 SOUTH SIDE BY-PASS FAS 959              02              76,377.71
   C5181920-001 SOUTH SIDE BY-PASS FAS 959              02                                    121.04
   C5181920-010 SOUTH SIDE BY-PASS FAS 959              02 C                                3,117.54
   C5181920-011 SOUTH SIDE BY-PASS FAS 959              02             319,572.41
                                                              ------------------ ------------------
  F02984                                     EXPENDITURE TOTAL         395,950.12 +          3,238.58 =       399,188.70
                                                              ------------------ ------------------  -----------------
                  EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:  395,950.12 +          3,238.58 =       399,188.70
  F02984                                     EXPENDITURE TOTAL         395,950.12 +          3,238.58 =       399,188.70
                                                                                                        =================

  F02984-00 FEDERAL HIGHWAY                        NO: 32775     -00
            FHWA AUTHORIZED AMOUNT:      339,725.20          PERCENT:       85.80%
            FHWA SHARE                                                  339,725.20                    =       339,725.20
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                               339,725.20
                                                                                                        -----------------
            FHWA CURRENT BILLING AMOUNT                                                                             0.00
                                                                                                        =================
                                                              ------------------ ------------------
  F02984 AGREEMENT                 EXPENDITURE TOTAL LESS: FHWA SHARE   56,224.92 +          3,238.58 =        59,463.50
                                                                                                        =================
  F02984-01 KLAMATH COUNTY ROAD DEPT               NO: 18125     -00
            ESTIMATED  AMOUNT:                0.00   AUTHORIZED PERCENT:             %
            CUSTOMER SHARE                                                                            =             0.00
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                 0.00
                                                                                                        -----------------
            CUSTOMER CURRENT BILLING AMOUNT                                                                         0.00
                                                                                                        =================

  F02984-02 KLAMATH COUNTY ROAD DEPT               NO: 18125     -00
            ESTIMATED  AMOUNT:           24,750.00   AUTHORIZED PERCENT:        50.00%
            CUSTOMER SHARE                                                   28,112.46                =        28,112.46
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                            28,112.46
                                                                                                        -----------------
            CUSTOMER CURRENT BILLING AMOUNT                                                                         0.00
                                                                                                        =================
REPORT NO: FMBL824-3                              OREGON DEPARTMENT OF TRANSPORTATION
                                                          HIGHWAY DIVISION                                    PAGE      5
CUSTOMER:           KLAMATH COUNTY ROAD DEPT            SUMMARY BILLING REPORT                        RUN 03/07/90 22:49

LOCAL AGREEMENT:  5919          KLAM CO/WASHBRN WY-G

                                                              -------------EXPENDITURE TOTAL--------  ---------BILLING---
075 FED. APPR.: RURAL SECONDARY                                FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
===
 RS   -B319-001 PROJECT ID
  F02984 AGREEMENT  BILLING PERIOD: 02/08/90 TO 03/07/90

  F02984-03 KLAMATH COUNTY ROAD DEPT                NO: 18125     -00
           ESTIMATED  AMOUNT:            100.00   AUTHORIZED PERCENT:
           CUSTOMER SHARE                                                              100.00%
           LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                   3,238.58  =         3,238.58
                                                                                                          3,238.58
           CUSTOMER CURRENT BILLING AMOUNT                                                          -----------------
                                                                                                              0.00
                                                                                                    =================
REPORT NO: FMBL824-4
                                        OREGON DEPARTMENT OF TRANSPORTATION                      PAGE      6
                                                 HIGHWAY DIVISION                          RUN 03/07/90 22:49
CUSTOMER:          KLAMATH COUNTY ROAD DEPT   DETAIL EXPENDITURE REPORT

LOCAL AGREEMENT:  5919          KLAM CO/WASHBRN WY-G

 075 FEDERAL APPROPRIATION: RURAL SECONDARY
 ===
  RS   -B319-001 PROJECT ID
   F02982 AGREEMENT                            BILLING PERIOD: 02/08/90 TO 03/07/90
     C5181017-000 EA/SUBJOB: WASHBURN WY-GREEN SPR HWY

------ACTIVITY------------------- ---OBJECT OF EXPENDITURE--------- ORG.                    ----------------EXPENDITURE----------
CODE           DESCRIPTION         CODE          DESCRIPTION          UNIT    TRANSACTION ID                 QUANTITY            AMOUNT
                                                                                                                          ------------------
                                                                              EXPENDITURES CURRENT PERIOD                             .00
     C5181017-000 EA/SUBJOB: WASHBURN WY-GREEN SPR HWY                       EXPENDITURES PREVIOUSLY REPORTED                   3,104.92-
                                                                                             EXPENDITURE TOTAL                  3,104.92-
     C5181017-001 EA/SUBJOB: WASHBURN WY-GREEN SPR HWY                                                                   =================

------ACTIVITY------------------- ---OBJECT OF EXPENDITURE--------- ORG.                    ----------------EXPENDITURE----------
CODE           DESCRIPTION         CODE          DESCRIPTION          UNIT    TRANSACTION ID                 QUANTITY            AMOUNT
                                                                                                                          ------------------
                                                                              EXPENDITURES CURRENT PERIOD                             .00
     C5181017-001 EA/SUBJOB: WASHBURN WY-GREEN SPR HWY                       EXPENDITURES PREVIOUSLY REPORTED                   3,284.39
                                                                                             EXPENDITURE TOTAL                  3,284.39
     C5181017-011 EA/SUBJOB: WASHBURN WY-GREEN SPR HWY                                                                   =================

------ACTIVITY------------------- ---OBJECT OF EXPENDITURE--------- ORG.                    ----------------EXPENDITURE----------
CODE           DESCRIPTION         CODE          DESCRIPTION          UNIT    TRANSACTION ID                 QUANTITY            AMOUNT
                                                                                                                          ------------------
                                                                              EXPENDITURES CURRENT PERIOD                             .00
     C5181017-011 EA/SUBJOB: WASHBURN WY-GREEN SPR HWY                       EXPENDITURES PREVIOUSLY REPORTED                  74,826.75
                                                                                             EXPENDITURE TOTAL                 74,826.75
   F02982 AGREEMENT                                                                                                      =================
                                                                                            *EXPENDITURE TOTAL                 75,006.22
                                                                                                                         =================
**********************************************************************************************************************************************
```

```
REPORT NO: FMBL824-4                         OREGON DEPARTMENT OF TRANSPORTATION
                                                      HIGHWAY DIVISION                                PAGE      7
CUSTOMER:          KLAMATH COUNTY ROAD DEPT      DETAIL EXPENDITURE REPORT                         RUN 03/07/90 22:49

LOCAL AGREEMENT:  5919          KLAM CO/WASHBRN WY-G

075 FEDERAL APPROPRIATION: RURAL SECONDARY
===
 RS  -B319-001 PROJECT ID
  F02984 AGREEMENT                          BILLING PERIOD: 02/08/90 TO 03/07/90
    C5181920-000 EA/SUBJOB: SOUTH SIDE BY-PASS FAS 959

------ACTIVITY------------------ ---OBJECT OF EXPENDITURE-------- ORG.                    ----------------EXPENDITURE----------
CODE          DESCRIPTION          CODE          DESCRIPTION          UNIT    TRANSACTION ID                  QUANTITY          AMOUNT
                                                                                                                        ------------------
                                                                                  EXPENDITURES CURRENT PERIOD                         .00
    C5181920-000 EA/SUBJOB: SOUTH SIDE BY-PASS FAS 959                            EXPENDITURES PREVIOUSLY REPORTED              76,377.71
                                                                                                 EXPENDITURE TOTAL              76,377.71
    C5181920-001 EA/SUBJOB: SOUTH SIDE BY-PASS FAS 959                                                                  =================

------ACTIVITY------------------ ---OBJECT OF EXPENDITURE-------- ORG.                    ----------------EXPENDITURE----------
CODE          DESCRIPTION          CODE          DESCRIPTION          UNIT    TRANSACTION ID                  QUANTITY          AMOUNT
                                                                                                                        ------------------
                                                                                  EXPENDITURES CURRENT PERIOD                         .00
    C5181920-001 EA/SUBJOB: SOUTH SIDE BY-PASS FAS 959                            EXPENDITURES PREVIOUSLY REPORTED                 121.04
                                                                                                 EXPENDITURE TOTAL                 121.04
    C5181920-010 EA/SUBJOB: SOUTH SIDE BY-PASS FAS 959                                                                  =================

------ACTIVITY------------------ ---OBJECT OF EXPENDITURE-------- ORG.                    ----------------EXPENDITURE----------
CODE          DESCRIPTION          CODE          DESCRIPTION          UNIT    TRANSACTION ID                  QUANTITY          AMOUNT
                                                                                                                        ------------------
                                                                                  EXPENDITURES CURRENT PERIOD                         .00
    C5181920-010 EA/SUBJOB: SOUTH SIDE BY-PASS FAS 959                            EXPENDITURES PREVIOUSLY REPORTED               3,117.54
                                                                                                 EXPENDITURE TOTAL               3,117.54
    C5181920-011 EA/SUBJOB: SOUTH SIDE BY-PASS FAS 959                                                                  =================

------ACTIVITY------------------ ---OBJECT OF EXPENDITURE-------- ORG.                    ----------------EXPENDITURE----------
CODE          DESCRIPTION          CODE          DESCRIPTION          UNIT    TRANSACTION ID                  QUANTITY          AMOUNT
                                                                                                                        ------------------
                                                                                  EXPENDITURES CURRENT PERIOD                         .00
    C5181920-011 EA/SUBJOB: SOUTH SIDE BY-PASS FAS 959                            EXPENDITURES PREVIOUSLY REPORTED             319,572.41
                                                                                                 EXPENDITURE TOTAL             319,572.41
  F02984 AGREEMENT                                                                                                      =================
                                                                                                *EXPENDITURE TOTAL             399,188.70
                                                                                                                        =================
*****************************************************************************************************************************************
```

```
PAGE     1

                         JOB COST SUMMARY RUN ON  03-16-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 03/10/90
                             FOR EXPENDITURE ACCOUNT C10171

                                                CREW   MSA            CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH              DATE
--         ------ -------- ---------- ------ -----          -------          ----------
C10171     000    010      001        0813                                     2,989.57
C10171     000    010      001        0814                                     1,131.86
C10171     000    010      001        0821                                       303.47
C10171     000    010      001        0830                                       326.63
OBJ-DETAIL 001                                                                 4,751.53

C10171     000    010      130        4000                                        35.12
OBJ-DETAIL 130                                                                    35.12

C10171     000    010      136        4000                                        12.00
OBJ-DETAIL 136                                                                    12.00

C10171     000    010      150        8033                                       420.72
OBJ-DETAIL 150                                                                   420.72

C10171     000    010      151        8033                                       156.86
OBJ-DETAIL 151                                                                   156.86

C10171     000    010      194        8033                                        67.47
OBJ-DETAIL 194                                                                    67.47

C10171     000    010      199        8033                                         7.91
OBJ-DETAIL 199                                                                     7.91

ACTIVITY   010                                                                 5,451.61 SUBTOTAL

C10171     000    020      001        4061                                     1,272.78
C10171     000    020      001        8027                                     1,558.59
C10171     000    020      001        8033                                    15,349.45
C10171     000    020      001        8033   SF11                                282.88
OBJ-DETAIL 001                                                                18,463.70

C10171     000    020      008        8033                                      -103.97
OBJ-DETAIL 008                                                                  -103.97

C10171     000    020      030        8033                                     2,081.37
OBJ-DETAIL 030                                                                 2,081.37

C10171     000    020      100        4061                                        53.00
C10171     000    020      100        8033                                     1,501.00
OBJ-DETAIL 100                                                                 1,554.00

C10171     000    020      102        4061                                       159.72

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10,171

3-16-90

```
PAGE     2

                      JOB COST SUMMARY RUN ON  03-16-90
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 03/10/90
                       FOR EXPENDITURE ACCOUNT C10171

                                            CREW   MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH              DATE
--         ------ -------- ---------- ------ -----          -------         ----------
C10171     000    020      102        8033                                    2,078.89
OBJ-DETAIL 102                                                                2,238.61

C10171     000    020      106        8033                                    1,073.61
OBJ-DETAIL 106                                                                1,073.61

C10171     000    020      109        4061
C10171     000    020      109        8033
OBJ-DETAIL 109

C10171     000    020      146        8033                                       13.50
OBJ-DETAIL 146                                                                   13.50

C10171     000    020      150        8033                                         .25
OBJ-DETAIL 150                                                                     .25

C10171     000    020      250        0100                                      296.44
C10171     000    020      250        4000
C10171     000    020      250        8033                                       70.00
OBJ-DETAIL 250                                                                  366.44

C10171     000    020      548        8033                                       52.50
OBJ-DETAIL 548                                                                   52.50

C10171     000    020      550        4061                                        8.00
C10171     000    020      550        8033                                    1,576.30
OBJ-DETAIL 550                                                                1,584.30

ACTIVITY    020                                                              27,324.31 SUBTOTAL

C10171     000    040      001        0830   SF                                 832.69
C10171     000    040      001        8033   SF                              15,610.11
OBJ-DETAIL 001                                                               16,442.80

C10171     000    040      030        8033   SF                               1,419.34
OBJ-DETAIL 030                                                                1,419.34

C10171     000    040      100        0810   SF                                  23.00
C10171     000    040      100        0830   SF                                  45.50
OBJ-DETAIL 100                                                                   68.50

C10171     000    040      102        0810   SF                                  25.44
C10171     000    040      102        0830   SF                                  45.58

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171
                                     CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----        -------      ----------
OBJ-DETAIL 102                                                           71.02

C10171   000    040      106        8033   SF                            46.50
OBJ-DETAIL 106                                                           46.50

C10171   000    040      550        8033   SF                           594.40
OBJ-DETAIL 550                                                          594.40

ACTIVITY   040                                                       18,642.56 SUBTOTAL

C10171   000    050      001        0570                                560.31
OBJ-DETAIL 001                                                          560.31

C10171   000    050      008        0570                                   .88
OBJ-DETAIL 008                                                             .88

C10171   000    050      110        0570                                 40.17
OBJ-DETAIL 110                                                           40.17

C10171   000    050      112        0570                                 77.70
OBJ-DETAIL 112                                                           77.70

C10171   000    050      114        0570                                208.02
OBJ-DETAIL 114                                                          208.02

ACTIVITY   050                                                          887.08 SUBTOTAL

C10171   000    140      001        4046   SF                         1,152.42
OBJ-DETAIL 001                                                        1,152.42

C10171   000    140      440        4046   SF                         3,436.88
OBJ-DETAIL 440                                                        3,436.88

C10171   000    140      550        4046   SF                           687.70
OBJ-DETAIL 550                                                          687.70

ACTIVITY   140                                                        5,277.00 SUBTOTAL

C10171   000    142      001        4340   SF20                         298.61
OBJ-DETAIL 001                                                          298.61

C10171   000    142      550        4340   SF20                         104.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171

                                                 CREW   MSA          CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--         ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 550                                                                  104.00

ACTIVITY    142
                                                                                402.61 SUBTOTAL

C10171   000     143        001          4340    SF20
OBJ-DETAIL 001                                                                  464.74
                                                                                464.74

C10171   000     143        424          4300    SF
OBJ-DETAIL 424                                                                  331.20
                                                                                331.20

ACTIVITY    143
                                                                                795.94 SUBTOTAL

C10171   000     144        001          4340    SF18
OBJ-DETAIL 001                                                                  156.13
                                                                                156.13

C10171   000     144        030          4340    SF18
OBJ-DETAIL 030                                                                   24.97
                                                                                 24.97

C10171   000     144        267          4340    SF
OBJ-DETAIL 267                                                                   52.00
                                                                                 52.00

C10171   000     144        550          4340    SF18
OBJ-DETAIL 550                                                                   76.50
                                                                                 76.50

ACTIVITY    144
                                                                                309.60 SUBTOTAL

C10171   000     159        001          4340    SF18
OBJ-DETAIL 001                                                                   86.81
                                                                                 86.81

C10171   000     159        424          0956    SF                             725.85
C10171   000     159        424          8033    SF                           4,659.86
OBJ-DETAIL 424                                                                5,385.71

C10171   000     159        477          8033    SF
OBJ-DETAIL 477                                                                  375.00
                                                                                375.00

C10171   000     159        550          4340    SF18
OBJ-DETAIL 550                                                                   39.00
                                                                                 39.00

ACTIVITY    159
                                                                              5,886.52 SUBTOTAL

C10171   000     166        001          0900    SF                             736.78
C10171   000     166        001          7120    SF                             225.93

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/10/90
                           FOR EXPENDITURE ACCOUNT C10171

                                             CREW    MSA             CURRENT          BALANCE TO
EA         SUBJOB  ACTIVITY  OBJ-DETAIL    NUMBER   FIELD             MONTH              DATE
--         ------  --------  ----------    ------   -----            -------          ----------
C10171     000     166       001            7350    SF                                    431.68
C10171     000     166       001            8221    SF                                    355.07
OBJ-DETAIL 001                                                                          1,749.46

C10171     000     166       100            0900    SF                                     23.00
C10171     000     166       100            0911    SF                                     61.00
C10171     000     166       100            0915    SF                                     20.00
OBJ-DETAIL 100                                                                            104.00

C10171     000     166       102            0900    SF                                     25.44
C10171     000     166       102            0911    SF                                     76.32
C10171     000     166       102            0915    SF                                     26.25
OBJ-DETAIL 102                                                                            128.01

C10171     000     166       570            0900    SF                                    221.16
C10171     000     166       570            0911    SF                                    332.00
C10171     000     166       570            0915    SF                                    100.00
OBJ-DETAIL 570                                                                            653.16

ACTIVITY    166                                                                         2,634.63 SUBTOTAL

C10171     000     169       100            0967    SF                                     23.00
OBJ-DETAIL 100                                                                             23.00

C10171     000     169       102            0967    SF                                     25.44
OBJ-DETAIL 102                                                                             25.44

C10171     000     169       570            0967    SF                                    163.00
OBJ-DETAIL 570                                                                            163.00

ACTIVITY    169                                                                           211.44 SUBTOTAL

C10171     000     181       001            8033    SF                                    494.67
C10171     000     181       001            8033    SF10                                1,558.10
OBJ-DETAIL 001                                                                          2,052.77

ACTIVITY    181                                                                         2,052.77 SUBTOTAL

C10171     000     201       302            R                                         -20,000.00
OBJ-DETAIL 302                                                                        -20,000.00

ACTIVITY    201                                                                       -20,000.00 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                              JOB COST SUMMARY RUN ON  03-16-90
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 03/10/90
                              FOR EXPENDITURE ACCOUNT C10171

                                               CREW    MSA         CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL  NUMBER  FIELD         MONTH             DATE
--         ------ -------- ----------  ------  -----        -------         ----------
C10171     000    276      001         8033                                       267.10
C10171     000    276      001         8033    SF10                               160.10
OBJ-DETAIL 001                                                                    427.20

C10171     000    276      030         8033                                       148.21
OBJ-DETAIL 030                                                                    148.21

C10171     000    276      550         8033                                        20.00
OBJ-DETAIL 550                                                                     20.00

C10171     000    276      570         8033                                    15,300.00
OBJ-DETAIL 570                                                                 15,300.00

C10171     000    276      598         4320    SF11                             3,194.05
OBJ-DETAIL 598                                                                  3,194.05

ACTIVITY   276                                                                 19,089.46 SUBTOTAL

C10171     000    296      001         8033                                        35.36
OBJ-DETAIL 001                                                                     35.36

ACTIVITY   296                                                                     35.36 SUBTOTAL

C10171     000    416      450         8033                                     1,172.38
OBJ-DETAIL 450                                                                  1,172.38

ACTIVITY   416                                                                  1,172.38 SUBTOTAL

C10171     000    550      548         8033                                       192.00
OBJ-DETAIL 548                                                                    192.00

C10171     000    550      550         8033                                     5,032.83
OBJ-DETAIL 550                                                                  5,032.83

ACTIVITY   550                                                                  5,224.83 SUBTOTAL

C10171     000    899      001         0521                                         5.39
C10171     000    899      001         0900                                       710.14
C10171     000    899      001         0967                                       284.30
C10171     000    899      001         8033                                      -109.56
OBJ-DETAIL 001                                                                    890.27

C10171     000    899      008         0967                                        60.80

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  03-16-90
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 03/10/90
                   FOR EXPENDITURE ACCOUNT C10171

                                                 CREW   MSA         CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--          ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 008
                                                                                     60.80

C10171   000      899        106          7350
OBJ-DETAIL 106                                                                      206.00
                                                                                    206.00

C10171   000      899        109          8027
C10171   000      899        109          8033                                      528.00
OBJ-DETAIL 109                                                                       88.00
                                                                                    616.00

C10171   000      899        130          4300
C10171   000      899        130          8033                                      165.80
OBJ-DETAIL 130                                                                       51.93
                                                                                    217.73

C10171   000      899        134          7113
OBJ-DETAIL 134                                                                      137.70
                                                                                    137.70

C10171   000      899        136          0500
OBJ-DETAIL 136                                                                       10.16
                                                                                     10.16

C10171   000      899        144          8033
OBJ-DETAIL 144                                                                      802.75
                                                                                    802.75

C10171   000      899        146          8033
C10171   000      899        146          8213                                    1,275.12
OBJ-DETAIL 146                                                                      112.27
                                                                                  1,387.39

C10171   000      899        192          7400
C10171   000      899        192          8033                                        1.46
OBJ-DETAIL 192                                                                       27.05
                                                                                     28.51

C10171   000      899        194          7400
C10171   000      899        194          8033                                        7.78
OBJ-DETAIL 194                                                                    5,421.89
                                                                                  5,429.67

C10171   000      899        199          0530
C10171   000      899        199          7400                                    1,448.20
C10171   000      899        199          8033                                        3.20
OBJ-DETAIL 199                                                                    1,673.40
                                                                                  3,124.80

C10171   000      899        299          8033                                               ***
OBJ-DETAIL 299

C10171   000      899        300          8033

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 03/10/90
                        FOR EXPENDITURE ACCOUNT C10171

                                         CREW    MSA          CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL   NUMBER  FIELD          MONTH             DATE
--         ------ -------- ----------   ------  -----         -------         ----------
OBJ-DETAIL 300

C10171   000    899       302          R
OBJ-DETAIL 302

C10171   000    899       438          8033                                        249.00
OBJ-DETAIL 438                                                                     249.00

C10171   000    899       490          8033                                        200.00
OBJ-DETAIL 490                                                                     200.00

C10171   000    899       504          7140                                          1.41
C10171   000    899       504          8033                                        145.04
OBJ-DETAIL 504                                                                     146.45

C10171   000    899       548          0966                                         52.00
OBJ-DETAIL 548                                                                      52.00

C10171   000    899       550          8033                                        393.13
C10171   000    899       550          8213                                        708.55
C10171   000    899       550          8215                                        104.00
OBJ-DETAIL 550                                                                   1,205.68

C10171   000    899       553          0530                                          4.33
OBJ-DETAIL 553                                                                       4.33

C10171   000    899       555          0521                                        106.46
C10171   000    899       555          0531                                        153.38
OBJ-DETAIL 555                                                                     259.84

C10171   000    899       570          8033                                      1,700.00
OBJ-DETAIL 570                                                                   1,700.00

C10171   000    899       598          8033
OBJ-DETAIL 598

ACTIVITY   899                                                                  16,729.08 SUBTOTAL

C10171   000    900       001          0811                                         91.88
C10171   000    900       001          4000                                      1,509.91
C10171   000    900       001          4061                                     11,135.38
C10171   000    900       001          4062                                      3,925.37
C10171   000    900       001          4300                                        457.85

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/10/90
                           FOR EXPENDITURE ACCOUNT C10171

                                       CREW   MSA         CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--         ------ -------- ---------- ------ -----        -------       ----------
C10171     000    900      001        4308                                  103.60
C10171     000    900      001        4320                                1,824.86
C10171     000    900      001        7430                                  341.87
C10171     000    900      001        7440                                2,692.03
C10171     000    900      001        7460                                  439.95
C10171     000    900      001        8021                                1,371.65
C10171     000    900      001        8027                               14,831.62
C10171     000    900      001        8028                                1,216.15
C10171     000    900      001        8033                              476,766.47
C10171     000    900      001        8033    SF10                        3,529.24
C10171     000    900      001        8033    SF11                        1,531.27
C10171     000    900      001        8033    SF14                        1,994.61
C10171     000    900      001        8066                                   74.44
OBJ-DETAIL 001                                                          523,838.15

C10171     000    900      008        4300                                    5.09
C10171     000    900      008        8033                                  492.18
OBJ-DETAIL 008                                                              497.27

C10171     000    900      030        4000                                  162.44
C10171     000    900      030        4061                                  511.31
C10171     000    900      030        4300                                  123.92
C10171     000    900      030        4308                                   58.28
C10171     000    900      030        7460                                   93.82
C10171     000    900      030        8021                                  778.22
C10171     000    900      030        8027                                2,573.88
C10171     000    900      030        8028                                  600.21
C10171     000    900      030        8033                               61,483.51
OBJ-DETAIL 030                                                           66,385.59

C10171     000    900      032        4300                                  149.39
C10171     000    900      032        8027                                  203.18
OBJ-DETAIL 032                                                              352.57

C10171     000    900      034        4300                                    1.32
OBJ-DETAIL 034                                                                1.32

C10171     000    900      100        0830                                   18.50
C10171     000    900      100        4000                                  242.00
C10171     000    900      100        4061                                   88.25
C10171     000    900      100        4062                                  109.00
C10171     000    900      100        7460                                   38.00
C10171     000    900      100        8021                                  239.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT C10171

                                          CREW   MSA         CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--       ------ -------- ---------- ------ -----         -------       ----------
C10171   000    900      100        8027                                    994.00
C10171   000    900      100        8033                                    361.15
OBJ-DETAIL 100                                                            2,089.90

C10171   000    900      102        0830                                     25.44
C10171   000    900      102        4000                                    250.40
C10171   000    900      102        4061                                     83.16
C10171   000    900      102        4062                                    126.67
C10171   000    900      102        7460                                     56.94
C10171   000    900      102        8021                                    305.28
C10171   000    900      102        8027                                  1,255.30
C10171   000    900      102        8033                                    453.10
OBJ-DETAIL 102                                                            2,556.29

C10171   000    900      106        4061                                    115.00
C10171   000    900      106        8027                                  2,570.33
C10171   000    900      106        8028                                    870.41
C10171   000    900      106        8033                                    394.38
OBJ-DETAIL 106                                                            3,950.12

C10171   000    900      109        8022
C10171   000    900      109        8027                                   -528.00
C10171   000    900      109        8028
C10171   000    900      109        8033                                    -88.00
OBJ-DETAIL 109                                                             -616.00

C10171   000    900      130        4061                                      9.91
C10171   000    900      130        4300                                    189.02
C10171   000    900      130        8033                                  2,699.25
OBJ-DETAIL 130                                                            2,898.18

C10171   000    900      134        7113                                    608.40
C10171   000    900      134        8033                                  1,232.96
C10171   000    900      134        9999                                    324.15
OBJ-DETAIL 134                                                            2,165.51

C10171   000    900      136        8033                                    445.55
OBJ-DETAIL 136                                                              445.55

C10171   000    900      138        8033                                    190.64
OBJ-DETAIL 138                                                              190.64

C10171   000    900      146        4061                                      2.58

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     11

                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171
                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C10171   000    900      146        8033                              1,557.45
OBJ-DETAIL 146                                                        1,560.03

C10171   000    900      150        8033                                321.56
OBJ-DETAIL 150                                                          321.56

C10171   000    900      199        8033                              1,650.41
OBJ-DETAIL 199                                                        1,650.41

C10171   000    900      240        8033                                912.30
OBJ-DETAIL 240                                                          912.30

C10171   000    900      244        8033                                486.05
OBJ-DETAIL 244                                                          486.05

C10171   000    900      246        8033                                300.00
OBJ-DETAIL 246                                                          300.00

C10171   000    900      276        8033                                 50.00
OBJ-DETAIL 276                                                           50.00

C10171   000    900      278        4000                              1,642.43
OBJ-DETAIL 278                                                        1,642.43

C10171   000    900      302        8033   SF01                        -546.42
OBJ-DETAIL 302                                                         -546.42

C10171   000    900      338        8033   SF01                      10,928.44
C10171   000    900      338        8033   SF02                       5,505.00
OBJ-DETAIL 338                                                       16,433.44

C10171   000    900      406        4320                                165.60
C10171   000    900      406        8033                                113.00
OBJ-DETAIL 406                                                          278.60

C10171   000    900      416        4061                                   .80
C10171   000    900      416        8033                                  7.12
OBJ-DETAIL 416                                                            7.92

C10171   000    900      420        4308                                  1.40
C10171   000    900      420        4320                                 60.46
C10171   000    900      420        8033                                 92.25

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT C10171

                                             CREW   MSA         CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----        -------      ----------
OBJ-DETAIL 420                                                           154.11

C10171    000    900      424        8033                                569.40
OBJ-DETAIL 424                                                           569.40

C10171    000    900      425        8033                                 68.04
OBJ-DETAIL 425                                                            68.04

C10171    000    900      438        4320                                482.00
C10171    000    900      438        8033                              1,637.02
OBJ-DETAIL 438                                                         2,119.02

C10171    000    900      440        4061                                261.25
C10171    000    900      440        8033                                512.42
OBJ-DETAIL 440                                                           773.67

C10171    000    900      450        4320                                 62.67
C10171    000    900      450        8033                                 22.11
OBJ-DETAIL 450                                                            84.78

C10171    000    900      470        0991                                 69.69
C10171    000    900      470        4061                                262.42
C10171    000    900      470        4308                                173.59
C10171    000    900      470        8033                              1,960.89
OBJ-DETAIL 470                                                         2,466.59

C10171    000    900      472        8033                                 93.74
OBJ-DETAIL 472                                                            93.74

C10171    000    900      490        8033                                215.04
OBJ-DETAIL 490                                                           215.04

C10171    000    900      492        8033                                 95.30
OBJ-DETAIL 492                                                            95.30

C10171    000    900      502        8033                                 82.50
OBJ-DETAIL 502                                                            82.50

C10171    000    900      503        8033                                940.10
OBJ-DETAIL 503                                                           940.10

C10171    000    900      504        4100                                  6.72
C10171    000    900      504        7112                                 51.30

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                              JOB COST SUMMARY RUN ON  03-16-90
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 03/10/90
                                 FOR EXPENDITURE ACCOUNT C10171
                                                 CREW   MSA
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         CURRENT         BALANCE TO
                                                           MONTH             DATE
--        ------ -------- ---------- ------ -----         -------         ----------
C10171    000    900      504        7142                                      18.04
C10171    000    900      504        7440                                       5.05
C10171    000    900      504        8033                                      49.19
OBJ-DETAIL 504                                                                130.30

C10171    000    900      548        0963                                      15.60
C10171    000    900      548        0966                                      32.00
C10171    000    900      548        8033                                   2,863.19
OBJ-DETAIL 548                                                              2,910.79

C10171    000    900      550        4000                                     403.20
C10171    000    900      550        4061                                   1,948.80
C10171    000    900      550        4308                                      25.30
C10171    000    900      550        4320                                     411.90
C10171    000    900      550        8027                                   1,242.20
C10171    000    900      550        8033                                  30,880.06
OBJ-DETAIL 550                                                             34,911.46

C10171    000    900      551        8033                                     204.00
OBJ-DETAIL 551                                                                204.00

C10171    000    900      560        8033                                      12.00
OBJ-DETAIL 560                                                                 12.00

C10171    000    900      568        8033                                     152.60
OBJ-DETAIL 568                                                                152.60

C10171    000    900      570        8033                                   1,835.80
C10171    000    900      570        9999                                     527.40
OBJ-DETAIL 570                                                              2,363.20

C10171    000    900      574        8033                                   1,129.07
OBJ-DETAIL 574                                                              1,129.07

C10171    000    900      598        4320                                  -3,194.05
OBJ-DETAIL 598                                                             -3,194.05

ACTIVITY    900                                                           674,133.07 SUBTOTAL

C10171    000    901      001        0811                                      15.76
C10171    000    901      001        7120                                     866.87
C10171    000    901      001        7143                                     157.14
C10171    000    901      001        7200                                     273.05

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C10171   000    901      001        7331                                256.73
C10171   000    901      001        7361                                 51.10
C10171   000    901      001        7400                                233.23
C10171   000    901      001        7420                                 22.56
C10171   000    901      001        7430                                 77.88
C10171   000    901      001        7440                              8,896.29
C10171   000    901      001        7460                                671.79
C10171   000    901      001        7612                                684.66
C10171   000    901      001        7615                                177.54
OBJ-DETAIL 001                                                       12,384.60

C10171   000    901      030        7120                                 61.47
OBJ-DETAIL 030                                                           61.47

C10171   000    901      100        7120                                 15.00
OBJ-DETAIL 100                                                           15.00

C10171   000    901      102        7120                                 26.68
OBJ-DETAIL 102                                                           26.68

C10171   000    901      150        7400                                  5.88
OBJ-DETAIL 150                                                            5.88

C10171   000    901      267        7000                                 50.00
OBJ-DETAIL 267                                                           50.00

C10171   000    901      504        7361                                 37.79
C10171   000    901      504        7440                                284.02
C10171   000    901      504        7600                                 95.48
C10171   000    901      504        7615                                   .57
OBJ-DETAIL 504                                                          417.86

C10171   000    901      548        0966                                256.00
OBJ-DETAIL 548                                                          256.00

C10171   000    901      555        0521                                   .53
C10171   000    901      555        7400                                  1.84
OBJ-DETAIL 555                                                            2.37

ACTIVITY   901                                                       13,219.86 SUBTOTAL

C10171   000    903      001        7440                                 51.35

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                      JOB COST SUMMARY RUN ON  03-16-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT C10171

                                          CREW   MSA          CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--       ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 001                                                              51.35

C10171   000    903      106        4061                                    58.00
OBJ-DETAIL 106                                                              58.00

ACTIVITY   903                                                             109.35 SUBTOTAL

C10171   000    905      001        7365                                   169.53
OBJ-DETAIL 001                                                             169.53

C10171   000    905      267        7000                                    50.00
C10171   000    905      267        7145                                   290.00
OBJ-DETAIL 267                                                             340.00

ACTIVITY   905                                                             509.53 SUBTOTAL

C10171   000    906      270        4101                                    62.80
OBJ-DETAIL 270                                                              62.80

ACTIVITY   906                                                              62.80 SUBTOTAL

C10171   000    910      001        7111                                   933.07
OBJ-DETAIL 001                                                             933.07

ACTIVITY   910                                                             933.07 SUBTOTAL

C10171   000    913      001        7142                                    22.19
OBJ-DETAIL 001                                                              22.19

C10171   000    913      504        7111                                   274.44
C10171   000    913      504        7142                                   537.36
OBJ-DETAIL 504                                                             811.80

ACTIVITY   913                                                             833.99 SUBTOTAL

C10171   000    914      001        7700                                   809.59
OBJ-DETAIL 001                                                             809.59

C10171   000    914      504        7783                                     2.41
OBJ-DETAIL 504                                                               2.41

ACTIVITY   914                                                             812.00 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  03-16-90
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 03/10/90
                       FOR EXPENDITURE ACCOUNT C10171

                                             CREW   MSA           CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--         ------ -------- ---------- ------ -----          -------         ----------
C10171     000    915      001        7114                                       205.38
OBJ-DETAIL 001                                                                   205.38

C10171     000    915      106        7114                                        49.44
OBJ-DETAIL 106                                                                    49.44

C10171     000    915      548        0966                                        96.00
OBJ-DETAIL 548                                                                    96.00

ACTIVITY    915                                                                  350.82 SUBTOTAL

C10171     000    916      134        7142                                     1,555.08
OBJ-DETAIL 134                                                                 1,555.08

ACTIVITY    916                                                                1,555.08 SUBTOTAL

C10171     000    920      001        0612                                        37.06
C10171     000    920      001        0631                                       405.03
OBJ-DETAIL 001                                                                   442.09

ACTIVITY    920                                                                  442.09 SUBTOTAL

C10171     000    934      100        7120                                        15.00
OBJ-DETAIL 100                                                                    15.00

C10171     000    934      102        7120                                        26.68
OBJ-DETAIL 102                                                                    26.68

ACTIVITY    934                                                                   41.68 SUBTOTAL

C10171     000    937      001        7143                                       107.92
OBJ-DETAIL 001                                                                   107.92

ACTIVITY    937                                                                  107.92 SUBTOTAL

C10171     000    940      001        8211                                        73.02
C10171     000    940      001        8213                                    11,060.65
C10171     000    940      001        8214                                       108.71
C10171     000    940      001        8215                                       199.42
C10171     000    940      001        8223                                        68.09
OBJ-DETAIL 001                                                                11,509.89

C10171     000    940      030        8213                                     1,259.46

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171

                                                CREW    MSA           CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD           MONTH            DATE
--          ------ -------- ----------  ------ -----          -------        ----------
C10171    000      940         030         8215                                            58.41
OBJ-DETAIL 030                                                                           1,317.87

C10171    000      940         130         8213                                           165.53
OBJ-DETAIL 130                                                                              165.53

C10171    000      940         146         8033                                            40.25
OBJ-DETAIL 146                                                                               40.25

C10171    000      940         150         8213                                             4.94
OBJ-DETAIL 150                                                                                4.94

C10171    000      940         550         8200                                            25.20
C10171    000      940         550         8213                                           508.50
C10171    000      940         550         8215                                            71.20
OBJ-DETAIL 550                                                                              604.90

C10171    000      940         551         0825                                           265.00
C10171    000      940         551         7141                                           725.50
C10171    000      940         551         8033                                        47,396.50
C10171    000      940         551         8066                                           911.20
C10171    000      940         551         8200                                           279.00
C10171    000      940         551         8213                                         2,227.00
C10171    000      940         551         8215                                         1,314.00
C10171    000      940         551         8233                                           129.00
C10171    000      940         551         9997                                            30.00
OBJ-DETAIL 551                                                                           53,277.20

ACTIVITY   940                                                                           66,920.58 SUBTOTAL

C10171    000      964         001         7000                                            51.98
OBJ-DETAIL 001                                                                               51.98

ACTIVITY   964                                                                               51.98 SUBTOTAL

C10171    000      983         001         8033                                           195.78
C10171    000      983         001         8033    SF14                                   324.52
OBJ-DETAIL 001                                                                              520.30

C10171    000      983         416         8033                                             7.86
OBJ-DETAIL 416                                                                                7.86

C10171    000      983         424         0956                                           181.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171

                                     CREW   MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--       ------ -------- ---------- ------ -----       -------       ----------
OBJ-DETAIL 424                                                           181.00

C10171   000    983      477        8033                                  15.00
OBJ-DETAIL 477                                                            15.00

C10171   000    983      550        8033                                  28.00
OBJ-DETAIL 550                                                            28.00

ACTIVITY   983                                                           752.16 SUBTOTAL

C10171   000    990      555        0531                                   5.53
OBJ-DETAIL 555                                                             5.53

ACTIVITY   990                                                             5.53 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                              852,968.69

C10171   001    020      900        8033                                  13.66
OBJ-DETAIL 900                                                            13.66

ACTIVITY   020                                                            13.66 SUBTOTAL

C10171   001    143      550        4340   SF20                          208.00
OBJ-DETAIL 550                                                           208.00

ACTIVITY   143                                                           208.00 SUBTOTAL

C10171   001    166      100        0915   SF                             44.50
OBJ-DETAIL 100                                                            44.50

C10171   001    166      102        0915   SF                             52.50
OBJ-DETAIL 102                                                            52.50

C10171   001    166      570        0915   SF                            110.65
OBJ-DETAIL 570                                                           110.65

ACTIVITY   166                                                           207.65 SUBTOTAL

C10171   001    201      349        8033                                -296.09
OBJ-DETAIL 349                                                          -296.09

ACTIVITY   201                                                          -296.09 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171

                                            CREW    MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL  NUMBER  FIELD          MONTH           DATE
--         ------ -------- ----------  ------  -----         -------       ----------
C10171    001      899       350        7700
OBJ-DETAIL 350                                                               5,650.00
                                                                             5,650.00

C10171    001      899       515        8033                                    45.00
OBJ-DETAIL 515                                                                  45.00

ACTIVITY    899                                                              5,695.00 SUBTOTAL

C10171    001      900       106        8036                                   682.69
OBJ-DETAIL 106                                                                 682.69

C10171    001      900       130        8033                                   113.60
OBJ-DETAIL 130                                                                 113.60

C10171    001      900       131        8033                                   165.25
OBJ-DETAIL 131                                                                 165.25

C10171    001      900       132        8033                                    35.00
OBJ-DETAIL 132                                                                  35.00

C10171    001      900       151        8033                                 1,861.50
OBJ-DETAIL 151                                                               1,861.50

C10171    001      900       262        8033                                   450.00
OBJ-DETAIL 262                                                                 450.00

C10171    001      900       299        8033                                   800.90
OBJ-DETAIL 299                                                                 800.90

C10171    001      900       450        8033                                    32.94
OBJ-DETAIL 450                                                                  32.94

C10171    001      900       454        4061                                    29.32
OBJ-DETAIL 454                                                                  29.32

C10171    001      900       456        4061                                   389.21
C10171    001      900       456        4308                                    41.27
C10171    001      900       456        8033                                 1,057.62
OBJ-DETAIL 456                                                               1,488.10

C10171    001      900       470        8033                                    98.38
OBJ-DETAIL 470                                                                  98.38


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                          JOB COST SUMMARY RUN ON  03-16-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 03/10/90
                             FOR EXPENDITURE ACCOUNT C10171

                                              CREW   MSA            CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH           DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C10171    001    900      491        8033                                      85.90
OBJ-DETAIL 491                                                                 85.90

C10171    001    900      515        8033                                      60.00
OBJ-DETAIL 515                                                                 60.00

C10171    001    900      548        0966                                      32.00
OBJ-DETAIL 548                                                                 32.00

C10171    001    900      549        4000                                     983.36
C10171    001    900      549        8033                                     834.32
OBJ-DETAIL 549                                                              1,817.68

C10171    001    900      550        4000                                      32.00
C10171    001    900      550        8033                                     632.40
OBJ-DETAIL 550                                                                664.40

C10171    001    900      566        8033                                      60.00
OBJ-DETAIL 566                                                                 60.00

C10171    001    900      568        4300                                     248.02
OBJ-DETAIL 568                                                                248.02

C10171    001    900      584        8033                                     123.42
OBJ-DETAIL 584                                                                123.42

C10171    001    900      587        7460                                      27.98
OBJ-DETAIL 587                                                                 27.98

C10171    001    900      590        8033                                     136.40
OBJ-DETAIL 590                                                                136.40

ACTIVITY   900                                                              9,013.48 SUBTOTAL

C10171    001    940      551        8033                                     246.00
OBJ-DETAIL 551                                                                246.00

ACTIVITY   940                                                                246.00 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                    15,087.70

C10171    010    181      001        8033   SF10                            1,644.78

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171
                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 001                                                        1,644.78

ACTIVITY   181                                                        1,644.78 SUBTOTAL

C10171   010    201      300        8033                            660,141.91
OBJ-DETAIL 300                                                      660,141.91

C10171   010    201      349        8033                                  3.86
OBJ-DETAIL 349                                                            3.86

ACTIVITY   201                                                      660,145.77 SUBTOTAL

C10171   010    899      199        8033                                 55.95
OBJ-DETAIL 199                                                           55.95

C10171   010    899      300        8033                            439,393.92
OBJ-DETAIL 300                                                      439,393.92

C10171   010    899      302        R                                 3,600.00
OBJ-DETAIL 302                                                        3,600.00

C10171   010    899      310        8033
OBJ-DETAIL 310

C10171   010    899      598        0631                          1,016,784.56
OBJ-DETAIL 598                                                    1,016,784.56

ACTIVITY   899                                                    1,459,834.43 SUBTOTAL

C10171   010    940      151        8213                                220.31
OBJ-DETAIL 151                                                          220.31

ACTIVITY   940                                                          220.31 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                           2,121,845.29

C10171   011    050      001        0500                                 22.16
OBJ-DETAIL 001                                                           22.16

ACTIVITY   050                                                           22.16 SUBTOTAL

C10171   011    201      300        8033                            987,978.94

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                      JOB COST SUMMARY RUN ON  03-16-90
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 03/10/90
                       FOR EXPENDITURE ACCOUNT C10171

                                     CREW   MSA        CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH           DATE
--        ------ -------- ---------- ------ -----      -------       ----------
OBJ-DETAIL 300                                                       987,978.94

ACTIVITY   201                                                       987,978.94 SUBTOTAL

C10171    011    899      001        0521                                 28.68
OBJ-DETAIL 001                                                            28.68

C10171    011    899      199        8033                                 58.66
OBJ-DETAIL 199                                                            58.66

C10171    011    899      267        8033                                600.00
C10171    011    899      267        8033   SF11                         600.00
OBJ-DETAIL 267                                                         1,200.00

C10171    011    899      299        8033                                         ***
OBJ-DETAIL 299

C10171    011    899      300        8033                          1,025,328.69
OBJ-DETAIL 300                                                     1,025,328.69

C10171    011    899      302        R                                 2,678.85
C10171    011    899      302        8033   SF01                        -654.39
OBJ-DETAIL 302                                                         2,024.46

C10171    011    899      338        8033   SF01                      65,942.28
C10171    011    899      338        8033   SF02                      21,979.34
C10171    011    899      338        8033   SF15                       1,589.02
OBJ-DETAIL 338                                                        89,510.64

C10171    011    899      598        0631                         -1,016,784.56
C10171    011    899      598        7200
C10171    011    899      598        8033
OBJ-DETAIL 598                                                    -1,016,784.56

ACTIVITY   899                                                       101,366.57 SUBTOTAL

C10171    011    900      001        8033                              7,667.42
C10171    011    900      001        8033   SF11                         148.17
C10171    011    900      001        8067                                264.60
OBJ-DETAIL 001                                                         8,080.19

C10171    011    900      598        0631                             14,494.22
C10171    011    900      598        0631   SF17                     -37,800.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                          JOB COST SUMMARY RUN ON  03-16-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/10/90
                           FOR EXPENDITURE ACCOUNT C10171

                                                CREW    MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD          MONTH             DATE
--          ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 598                                                               -23,305.78

ACTIVITY   900                                                               -15,225.59 SUBTOTAL

C10171   011    901       001        0521                                          8.74
C10171   011    901       001        7200                                        372.15
OBJ-DETAIL 001                                                                   380.89

ACTIVITY   901                                                                   380.89 SUBTOTAL

C10171   011    990       001        0521                                         58.61
OBJ-DETAIL 001                                                                    58.61

ACTIVITY   990                                                                    58.61 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                   1,074,581.58

C10171   020    201       300        8033                                      1,665.05
OBJ-DETAIL 300                                                                 1,665.05

ACTIVITY   201                                                                 1,665.05 SUBTOTAL

C10171   020    900       001        4320                                        716.46
C10171   020    900       001        8033                                      4,141.92
OBJ-DETAIL 001                                                                 4,858.38

C10171   020    900       100        8033                                        364.00
OBJ-DETAIL 100                                                                   364.00

C10171   020    900       102        8033                                        390.26
OBJ-DETAIL 102                                                                   390.26

C10171   020    900       106        8033                                        199.00
OBJ-DETAIL 106                                                                   199.00

C10171   020    900       138        8033                                         17.00
OBJ-DETAIL 138                                                                    17.00

C10171   020    900       550        4320                                         56.00
OBJ-DETAIL 550                                                                    56.00

ACTIVITY   900                                                                 5,884.64 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C10171

                                            CREW    MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH              DATE
--          ------ -------- ---------- ------ -----          -------         ----------
SUB-JOB      020 SUBTOTAL                                                      7,549.69

C10171    021     201       300          8033                                208,645.36
OBJ-DETAIL 300                                                               208,645.36

ACTIVITY   201                                                               208,645.36 SUBTOTAL

C10171    021     899       199          8033                                     81.35
OBJ-DETAIL 199                                                                    81.35

C10171    021     899       300          8033                              2,313,405.53
OBJ-DETAIL 300                                                             2,313,405.53

C10171    021     899       302          R                                     8,280.00
OBJ-DETAIL 302                                                                 8,280.00

ACTIVITY   899                                                             2,321,766.88 SUBTOTAL

C10171    021     900       302          8033   SF01                             546.42
OBJ-DETAIL 302                                                                   546.42

C10171    021     900       338          8033   SF01                             403.94
OBJ-DETAIL 338                                                                   403.94

C10171    021     900       598          0631                                 23,305.78
OBJ-DETAIL 598                                                                23,305.78

ACTIVITY   900                                                                24,256.14 SUBTOTAL

SUB-JOB    021 SUBTOTAL                                                    2,554,668.38

C10171    030     201       300          8033                                 84,951.13
OBJ-DETAIL 300                                                                84,951.13

ACTIVITY   201                                                                84,951.13 SUBTOTAL

C10171    030     899       300          8033                                400,171.96
OBJ-DETAIL 300                                                               400,171.96

C10171    030     899       302          R                                     1,620.00
OBJ-DETAIL 302                                                                 1,620.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                      JOB COST SUMMARY RUN ON  03-16-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 03/10/90
                       FOR EXPENDITURE ACCOUNT C10171

                                            CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--        ------ -------- ---------- ------ -----        -------       ----------
ACTIVITY   899                                                       401,791.96 SUBTOTAL

SUB-JOB    030 SUBTOTAL                                              486,743.09

C10171   050    899      598        0523
OBJ-DETAIL 598

ACTIVITY   899                                                                  SUBTOTAL

C10171   050    900      549        4000                                 106.26
C10171   050    900      549        8033                                 681.24
OBJ-DETAIL 549                                                           787.50

C10171   050    900      550        4000                                 196.00
C10171   050    900      550        8033                                 398.80
OBJ-DETAIL 550                                                           594.80

ACTIVITY   900                                                         1,382.30 SUBTOTAL

SUB-JOB    050 SUBTOTAL                                                1,382.30

EA         C10171 TOTAL                                              7,114,826.72

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE   38

                      JOB COST SUMMARY RUN ON  03-16-90
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 03/10/90
                      FOR EXPENDITURE ACCOUNT C5182508

EA         SUBJOB ACTIVITY OBJ-DETAIL   CREW   MSA        CURRENT     BALANCE TO
--         ------ -------- ----------  NUMBER FIELD       MONTH          DATE
                                       ------ -----      -------     ----------
C5182508 000   286      001          7700
OBJ-DETAIL 001                                                            89.69
                                                                          89.69

C5182508 000   286      230          7770
OBJ-DETAIL 230                                                         15,486.81
                                                                       15,486.81

C5182508 000   286      504          7781
OBJ-DETAIL 504                                                             8.96
                                                                           8.96
ACTIVITY   286
                                                                       15,585.46 SUBTOTAL
C5182508 000   414      001          0631
OBJ-DETAIL 001                                                            -32.13
                                                                          -32.13

C5182508 000   414      550          7770
OBJ-DETAIL 550                                                             56.00
                                                                           56.00
ACTIVITY   414
                                                                           23.87 SUBTOTAL
C5182508 000   420      001          0631
C5182508 000   420      001          7700                                 -37.64
OBJ-DETAIL 001                                                            218.83
                                                                          181.19
ACTIVITY   420
                                                                          181.19 SUBTOTAL
C5182508 000   421      001          7700
OBJ-DETAIL 001                                                            214.71
                                                                          214.71
ACTIVITY   421
                                                                          214.71 SUBTOTAL
C5182508 000   428      001          0631
OBJ-DETAIL 001                                                             -3.14
                                                                           -3.14
ACTIVITY   428
                                                                           -3.14 SUBTOTAL
C5182508 000   439      001          7700
OBJ-DETAIL 001                                                             42.11
                                                                           42.11

C5182508 000   439      504          7786
OBJ-DETAIL 504                                                              2.10
                                                                            2.10
ACTIVITY   439
                                                                           44.21 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10/171

3-16-90

```
                       JOB COST SUMMARY RUN ON  03-16-90
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 03/10/90
                        FOR EXPENDITURE ACCOUNT C5182508

                                             CREW    MSA          CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD         MONTH           DATE
--          ------ -------- ----------  ------ -----        -------       ----------
C5182508 000    899      102         7770                                        31.50
OBJ-DETAIL 102                                                                   31.50

C5182508 000    899      108         7770                                       182.00
OBJ-DETAIL 108                                                                  182.00

C5182508 000    899      136         7770                                         3.78
OBJ-DETAIL 136                                                                    3.78

C5182508 000    899      226         7770                                       221.40
OBJ-DETAIL 226                                                                  221.40

C5182508 000    899      230         7770                                     1,661.85
OBJ-DETAIL 230                                                                1,661.85

C5182508 000    899      350         0631                                   -18,200.00
OBJ-DETAIL 350                                                              -18,200.00

C5182508 000    899      358         0631                                       -44.52
OBJ-DETAIL 358                                                                  -44.52

C5182508 000    899      503         7786                                        32.50
OBJ-DETAIL 503                                                                   32.50

ACTIVITY   899                                                              -16,111.49 SUBTOTAL

C5182508 000    910      001         7111                                        97.20
OBJ-DETAIL 001                                                                   97.20

ACTIVITY   910                                                                   97.20 SUBTOTAL

C5182508 000    913      503         7111                                          .84
OBJ-DETAIL 503                                                                     .84

ACTIVITY   913                                                                     .84 SUBTOTAL

C5182508 000    920      001         0631                                       443.43
OBJ-DETAIL 001                                                                  443.43

ACTIVITY   920                                                                  443.43 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                         476.28


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                      JOB COST SUMMARY RUN ON  03-16-90
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 03/10/90
                       FOR EXPENDITURE ACCOUNT C5182508

                                          CREW   MSA
EA        SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD         CURRENT        BALANCE TO
--        ------ -------- ----------  ------ -----          MONTH            DATE
C5182508 001     286      230         7770                 -------        ----------
OBJ-DETAIL 230                                                              2,335.40
                                                                            2,335.40
ACTIVITY   286
                                                                            2,335.40 SUBTOTAL
C5182508 001     439      001         7700
OBJ-DETAIL 001                                                                 18.80
                                                                               18.80
ACTIVITY   439
                                                                               18.80 SUBTOTAL
C5182508 001     899      230         7770
OBJ-DETAIL 230                                                              1,093.15
                                                                            1,093.15
ACTIVITY   899
                                                                            1,093.15 SUBTOTAL
C5182508 001     932      001         7700
OBJ-DETAIL 001                                                                110.80
                                                                              110.80
ACTIVITY   932
                                                                              110.80 SUBTOTAL
SUB-JOB    001 SUBTOTAL
                                                                            3,558.15
C5182508 011     910      001         7111
OBJ-DETAIL 001                                                                109.53
                                                                              109.53
ACTIVITY   910
                                                                              109.53 SUBTOTAL
SUB-JOB    011 SUBTOTAL
                                                                              109.53
EA         C5182508 TOTAL
                                                                            4,143.96

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT R52168

                                                  CREW    MSA
EA          SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD         CURRENT         BALANCE TO
--          ------  --------  ----------  ------  -----          MONTH             DATE
                                                                 -------        ----------
R52168      000     407        001        7770
OBJ-DETAIL 001                                                                      171.61
                                                                                    171.61

ACTIVITY    407
                                                                                    171.61 SUBTOTAL

R52168      000     414        001        7700
R52168      000     414        001        7770                                       13.71
OBJ-DETAIL 001                                                                      289.62
                                                                                    303.33

ACTIVITY    414
                                                                                    303.33 SUBTOTAL

R52168      000     415        001        7700
OBJ-DETAIL 001                                                                       18.95
                                                                                     18.95

ACTIVITY    415
                                                                                     18.95 SUBTOTAL

R52168      000     420        001        7700
OBJ-DETAIL 001                                                                       64.95
                                                                                     64.95

ACTIVITY    420
                                                                                     64.95 SUBTOTAL

R52168      000     428        001        7700
OBJ-DETAIL 001                                                                        4.86
                                                                                      4.86

ACTIVITY    428
                                                                                      4.86 SUBTOTAL

R52168      000     430        001        7700
OBJ-DETAIL 001                                                                       13.06
                                                                                     13.06

ACTIVITY    430
                                                                                     13.06 SUBTOTAL

R52168      000     899        299        7700
R52168      000     899        299        7770                                               ***
R52168      000     899        299        7770
R52168      000     899        299        7771                                               ***
R52168      000     899        299        7780                                               ***
OBJ-DETAIL 299

R52168      000     899        350        7770
OBJ-DETAIL 350                                                                   18,200.00
                                                                                 18,200.00

R52168      000     899        356        7771
                                                                                     10.50

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/10/90
                            FOR EXPENDITURE ACCOUNT R52168

                                             CREW    MSA                CURRENT         BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD              MONTH              DATE
--       ------ -------- ---------- ------ -----             -------         ----------
OBJ-DETAIL 356
                                                                                       10.50

R52168   000    899      357        7780                                               35.00
OBJ-DETAIL 357                                                                         35.00

R52168   000    899      358        7770                                               44.52
OBJ-DETAIL 358                                                                         44.52

ACTIVITY    899
                                                                                   18,290.02 SUBTOTAL
SUB-JOB     000 SUBTOTAL
                                                                                   18,866.78
EA          R52168 TOTAL
                                                                                   18,866.78

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT R52177

                                            CREW   MSA           CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH        DATE
--       ------ -------- ---------- ------ -----          -------     ----------
R52177   000    010      001        7770                                    22.71
OBJ-DETAIL 001                                                              22.71

ACTIVITY   010                                                              22.71 SUBTOTAL

R52177   000    286      001        7700                                   752.32
R52177   000    286      001        7770                                 1,680.57
OBJ-DETAIL 001                                                           2,432.89

R52177   000    286      100        7770                                    45.00
OBJ-DETAIL 100                                                              45.00

R52177   000    286      102        7770                                    76.32
OBJ-DETAIL 102                                                              76.32

R52177   000    286      136        7781                                     7.15
OBJ-DETAIL 136                                                               7.15

R52177   000    286      504        7781                                    93.72
R52177   000    286      504        7786                                    24.06
OBJ-DETAIL 504                                                             117.78

R52177   000    286      550        7770                                     8.40
OBJ-DETAIL 550                                                               8.40

R52177   000    286      560        7786                                     9.45
OBJ-DETAIL 560                                                               9.45

ACTIVITY   286                                                           2,696.99 SUBTOTAL

R52177   000    404      100        7770
OBJ-DETAIL 100

ACTIVITY   404                                                                    SUBTOTAL

R52177   000    407      001        7770                                 1,730.05
OBJ-DETAIL 001                                                           1,730.05

R52177   000    407      100        7770                                    11.50
OBJ-DETAIL 100                                                              11.50

R52177   000    407      102        7770                                    12.72

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT R52177

                                     CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----        -------      ----------
OBJ-DETAIL 102                                                            12.72

R52177   000    407      134        7770                                   9.92
OBJ-DETAIL 134                                                             9.92

ACTIVITY   407                                                         1,764.19 SUBTOTAL

R52177   000    414      001        7770                               2,004.98
OBJ-DETAIL 001                                                         2,004.98

R52177   000    414      100        7770                                  69.00
OBJ-DETAIL 100                                                            69.00

R52177   000    414      102        7770                                  76.32
OBJ-DETAIL 102                                                            76.32

R52177   000    414      550        7770                                 206.00
OBJ-DETAIL 550                                                           206.00

ACTIVITY   414                                                         2,356.30 SUBTOTAL

R52177   000    415      001        7700                                  23.67
OBJ-DETAIL 001                                                            23.67

ACTIVITY   415                                                            23.67 SUBTOTAL

R52177   000    420      001        7700                                   4.26
OBJ-DETAIL 001                                                             4.26

ACTIVITY   420                                                             4.26 SUBTOTAL

R52177   000    421      357        7780                                 179.00
OBJ-DETAIL 357                                                           179.00

ACTIVITY   421                                                           179.00 SUBTOTAL

R52177   000    426      001        7700                                 639.35
R52177   000    426      001        7770                               1,343.99
OBJ-DETAIL 001                                                         1,983.34

R52177   000    426      100        7770                                  38.00
OBJ-DETAIL 100                                                            38.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT R52177
                                          CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--       ------ -------- ---------- ------ -----         -------       ----------
R52177   000    426      102        7770                                     50.88
OBJ-DETAIL 102                                                               50.88

R52177   000    426      134        7770                                      5.59
OBJ-DETAIL 134                                                                5.59

R52177   000    426      550        7770                                     67.20
OBJ-DETAIL 550                                                               67.20

ACTIVITY   426                                                            2,145.01 SUBTOTAL

R52177   000    430      001        7700                                    217.53
OBJ-DETAIL 001                                                              217.53

R52177   000    430      100        7710                                     19.00
OBJ-DETAIL 100                                                               19.00

R52177   000    430      102        7710                                     21.20
OBJ-DETAIL 102                                                               21.20

ACTIVITY   430                                                              257.73 SUBTOTAL

R52177   000    439      001        7700                                     14.23
OBJ-DETAIL 001                                                               14.23

R52177   000    439      008        7700                                       .27
OBJ-DETAIL 008                                                                 .27

R52177   000    439      350        7782                                 43,114.70
OBJ-DETAIL 350                                                           43,114.70

ACTIVITY   439                                                           43,129.20 SUBTOTAL

R52177   000    899      108        7770
OBJ-DETAIL 108

R52177   000    899      226        7770                                     42.55
OBJ-DETAIL 226                                                               42.55

R52177   000    899      230        7770
OBJ-DETAIL 230

R52177   000    899      299        0100                                           ***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                          JOB COST SUMMARY RUN ON  03-16-90
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 03/10/90
                              FOR EXPENDITURE ACCOUNT R52177

                                           CREW   MSA           CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--       ------ -------- ---------- ------ -----          -------        ----------
R52177   000    899      299        0966                                              ***
R52177   000    899      299        7111                                              ***
R52177   000    899      299        7111
R52177   000    899      299        7700
R52177   000    899      299        7710                                              ***
R52177   000    899      299        7770                                              ***
R52177   000    899      299        7770
R52177   000    899      299        7780                                              ***
R52177   000    899      299        7781                                              ***
R52177   000    899      299        7782                                              ***
R52177   000    899      299        7786                                              ***
OBJ-DETAIL 299

R52177   000    899      350        7770                                  54,000.00
OBJ-DETAIL 350                                                            54,000.00

R52177   000    899      354        7770                                     500.00
OBJ-DETAIL 354                                                               500.00

R52177   000    899      362        7770                                   8,000.00
OBJ-DETAIL 362                                                             8,000.00

R52177   000    899      491        7770                                       1.00
OBJ-DETAIL 491                                                                 1.00

R52177   000    899      504        0100                                      18.00
R52177   000    899      504        7781                                       8.82
OBJ-DETAIL 504                                                                26.82

R52177   000    899      505        7781                                        .45
OBJ-DETAIL 505                                                                  .45

R52177   000    899      548        0966                                      28.00
OBJ-DETAIL 548                                                                28.00

R52177   000    899      550        7770                                      33.60
OBJ-DETAIL 550                                                                33.60

R52177   000    899      560        7111                                       1.50
OBJ-DETAIL 560                                                                 1.50

ACTIVITY   899                                                        62,633.92 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                      JOB COST SUMMARY RUN ON  03-16-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT R52177

                                            CREW   MSA           CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--       ------ -------- ---------- ------ -----         -------      ----------
R52177   000    909      001        7111                                   74.36
OBJ-DETAIL 001                                                             74.36

ACTIVITY   909                                                             74.36 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                               115,287.34

EA         R52177 TOTAL                                               115,287.34


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  03-16-90
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 03/10/90
                      FOR EXPENDITURE ACCOUNT R53859

                                          CREW   MSA
EA         SUBJOB ACTIVITY OBJ-DETAIL   NUMBER FIELD       CURRENT      BALANCE TO
--         ------ -------- ----------   ------ -----        MONTH          DATE
                                                           -------     ----------
R53859     000    010      001          7770
OBJ-DETAIL 001                                                              11.35
                                                                            11.35
ACTIVITY   010
                                                                            11.35 SUBTOTAL

R53859     000    286      001          7700                               184.88
R53859     000    286      001          7770                             1,154.95
OBJ-DETAIL 001                                                           1,339.83

R53859     000    286      100          7770
OBJ-DETAIL 100                                                              19.00
                                                                            19.00

R53859     000    286      102          7770
OBJ-DETAIL 102                                                              25.44
                                                                            25.44

R53859     000    286      130          7770
OBJ-DETAIL 130                                                              20.60
                                                                            20.60

R53859     000    286      504          7781
OBJ-DETAIL 504                                                               3.78
                                                                             3.78

R53859     000    286      550          7770
OBJ-DETAIL 550                                                               8.40
                                                                             8.40
ACTIVITY   286
                                                                         1,417.05 SUBTOTAL

R53859     000    407      001          7770
OBJ-DETAIL 001                                                             635.66
                                                                           635.66

R53859     000    407      100          7770
OBJ-DETAIL 100                                                              11.50
                                                                            11.50

R53859     000    407      102          7770
OBJ-DETAIL 102                                                              12.72
                                                                            12.72
ACTIVITY   407
                                                                           659.88 SUBTOTAL

R53859     000    414      001          7770
OBJ-DETAIL 001                                                           1,008.62
                                                                         1,008.62

R53859     000    414      100          7770
OBJ-DETAIL 100                                                              19.00
                                                                            19.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT R53859

                                     CREW   MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------       ----------
R53859   000    414      102        7770                                  25.44
OBJ-DETAIL 102                                                            25.44

R53859   000    414      550        7770                                  42.00
OBJ-DETAIL 550                                                            42.00

ACTIVITY   414                                                         1,095.06 SUBTOTAL

R53859   000    415      001        7700                                  23.67
OBJ-DETAIL 001                                                            23.67

ACTIVITY   415                                                            23.67 SUBTOTAL

R53859   000    420      001        7700                                  10.49
OBJ-DETAIL 001                                                            10.49

ACTIVITY   420                                                            10.49 SUBTOTAL

R53859   000    421      001        7700                                  27.42
OBJ-DETAIL 001                                                            27.42

R53859   000    421      357        7780                                 100.00
OBJ-DETAIL 357                                                           100.00

ACTIVITY   421                                                           127.42 SUBTOTAL

R53859   000    426      001        7700                                 393.58
R53859   000    426      001        7770                               1,343.99
OBJ-DETAIL 001                                                         1,737.57

R53859   000    426      100        7770                                  27.00
OBJ-DETAIL 100                                                            27.00

R53859   000    426      102        7770                                  25.44
OBJ-DETAIL 102                                                            25.44

R53859   000    426      550        7770                                  50.40
OBJ-DETAIL 550                                                            50.40

R53859   000    426      560        7770                                   8.00
OBJ-DETAIL 560                                                             8.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT R53859

                                     CREW   MSA         CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--       ------ -------- ---------- ------ -----       -------     ----------
ACTIVITY   426                                                       1,848.41 SUBTOTAL

R53859   000    430      001        7700                               217.53
OBJ-DETAIL 001                                                         217.53

R53859   000    430      100        7710                                 8.00
OBJ-DETAIL 100                                                           8.00

ACTIVITY   430                                                         225.53 SUBTOTAL

R53859   000    439      001        7700                                23.50
OBJ-DETAIL 001                                                          23.50

R53859   000    439      008        7700                                  .27
OBJ-DETAIL 008                                                            .27

ACTIVITY   439                                                          23.77 SUBTOTAL

R53859   000    899      108        7770
OBJ-DETAIL 108

R53859   000    899      226        7770                                15.00
OBJ-DETAIL 226                                                          15.00

R53859   000    899      230        7770
OBJ-DETAIL 230

R53859   000    899      299        0966                                      ***
R53859   000    899      299        7111
R53859   000    899      299        7700
R53859   000    899      299        7710                                      ***
R53859   000    899      299        7770                                      ***
R53859   000    899      299        7770
R53859   000    899      299        7780                                      ***
R53859   000    899      299        7781                                      ***
OBJ-DETAIL 299

R53859   000    899      350        7770                             1,000.00
OBJ-DETAIL 350                                                       1,000.00

R53859   000    899      354        7770                               500.00
OBJ-DETAIL 354                                                         500.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT R53859

                                     CREW   MSA        CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------     ----------
R53859   000    899      362        7770                              1,300.00
OBJ-DETAIL 362                                                        1,300.00

R53859   000    899      548        0966                                 14.00
OBJ-DETAIL 548                                                           14.00

ACTIVITY   899                                                        2,829.00 SUBTOTAL

R53859   000    909      001        7111                                 74.36
OBJ-DETAIL 001                                                           74.36

ACTIVITY   909                                                           74.36 SUBTOTAL

R53859   000    910      001        7111                                 36.75
OBJ-DETAIL 001                                                           36.75

ACTIVITY   910                                                           36.75 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                               8,382.74

EA         R53859 TOTAL                                               8,382.74


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

. 10,171

March 16, 1990

Bob:

Judy had Doug Goldbach look into this. We found out that the P.E. will be billed this month, the actual construction will be billed in April, and the right-of-way has some problems and FHWA probably will refuse it. Judy had me call Mr. Kessler and relay the message--which I did. Earl had some further questions as to amounts and whether it would come out of the investment pool so I had Doug Goldbach call him, which Doug did. Doug said Mr. Kessler seemed to be satisfied. I was not able to connect with Dale Allen to let him know what was done.

Marta

3-19-90
Judy
Please see to
billing completion
Bob

OK

10,171

m

September 22, 1989

AGR

Board of County Commissioners
Klamath County
Courthouse
316 Main Street
Klamath Falls, OR 97601

Attention: Evelyn Biehn
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8154

Attached for your records is a fully executed copy of a supplemental agreement which clarifies responsibilities for maintenance of the roadway surfaces on the Green Springs Interchange-Washburn Way Section of the South Side Bypass in Klamath County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Fran Neavoll
COMMISSION SERVICES

slp
Attachment

bc: Steve Specht

#10,171

72

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Forbes
State Highway Engineer

DATE: June 12, 1989

FROM: Dale D. Allen
Region Engineer

SUBJECT: SouthSide Bypass
Klamath County

If you concur, please place this item on the next Commission agenda.

This is a housekeeping item to clarify where State maintenance ends and County maintenance begins.

The agreement was triggered by a request to Cynthia Ford by Mr. and Mrs. Stranske.

DA:mr

encl

cc: Don Thurston

WP

RECEIVED
STATE HWY ENGR

JUN 13 '89

ASSIGNED TO
Ed Marges (As discussed).

FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE
☐	☐	☐	☐	☐	☒	☐

Sent
6-14-89
LRS

cy - Anhorn
Gilmour
OTC Folder

Sent 6-14-89
LRS

81-125-1367

STATE OF OREGON
Highway Division - District 11

INTEROFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: June 8, 1989
R/W File 41570

FROM: Don Thurston, DMS
District 11

Don

SUBJECT: Maintenance Boundary Agreement
South Klamath Falls Hwy. No. 424
Klamath County
Ethel Stranske

Attached is an exhibit map showing the desired maintenance boundary between State Highway Division maintenance and Klamath County Road Department maintenance (yellow-state, pink-county). The county commissioners have reviewed the proposed agreement (see letter enclosed).

Please forward so that an agreement may be prepared for the Transportation Commission to approve. The agreement would amend Transportation Commission Resolution #467 to conform to the attached exhibit map and a line described as follows:

The line separating Klamath County Road maintenance from State Highway maintenance on Greensprings Drive located in sections 7 and 8 Township 39 South, Range 9 East Willamette Meridian extends from the most southeasterly corner of the remainder of that property from Right of Way File No. 41570 to an iron rod fifty (50) 'feet right of Green Springs Connection centerline station GSC 473+00.00.

cc: Earl Kessler

ROW SE ROE RAS FAS
RTS RECEIVED GEO
RUS JUN 9 1989 RDS
RSO REGION 4 RBI
ASSIGNED ____________

KLAMATH COUNTY
Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 334 MAIN STREET — 503-882-2501 — KLAMATH FALLS, OREGON 97601

May 4, 1989

Don Thurston
District Maintenance Supervisor
2557 Altamont Drive
Klamath Falls, Oregon 97603

RE: Greensprings Drive Maintenance

Dear Don:

Thank you for your letter of March 16, 1989 and the proposed Agreement.

I reviewed the Agreement with the County Commissioners and the location of where the proposed County maintenance resposibility would be.

The Commissioners instructed me to write and ask that the State prepare the Agreement amending the throughway Agreement dated June 8, 1967.

The County would like to request that the State survey and set the pins for the new right-of-way line.

Thank you again for your assistance in this matter.

Yours truly,

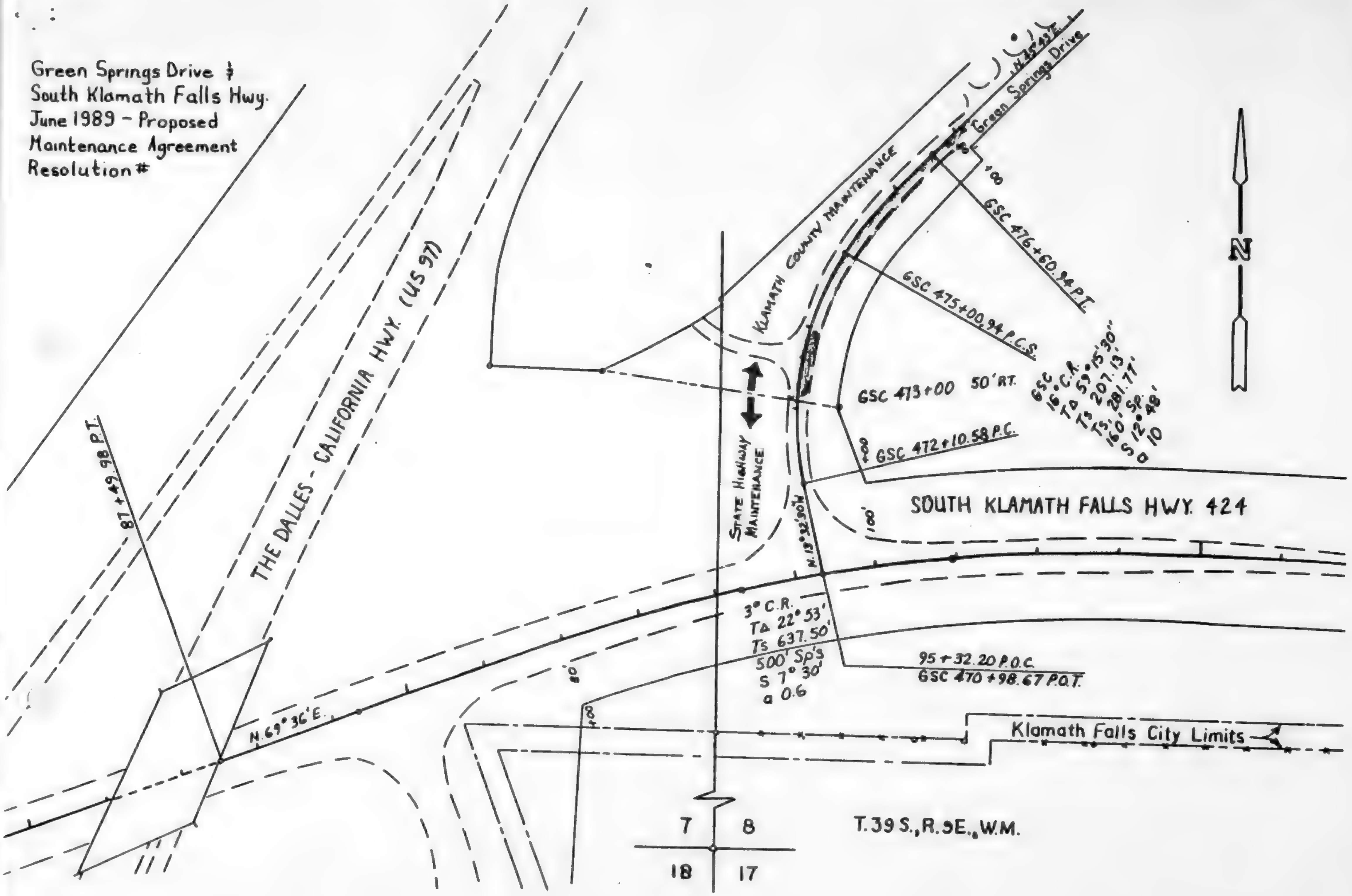
Earl E Kessler

Earl E. Kessler
Director of Public Works

EEK:sh

RECEIVED
MAY 05 1989
DIS ENGR. OFFIC
DE ☑ ADE ☐ HMO ☑

Green Springs Drive &
South Klamath Falls Hwy.
June 1989 - Proposed
Maintenance Agreement
Resolution #


N
N.35°43'E.
Green Springs Drive
+00
GSC 476+60.94 P.T.
KLAMATH COUNTY MAINTENANCE
GSC 475+00.94 P.C.S.
GSC 473+00 50' RT.
GSC
16° C.R.
TΔ 59°15'30"
Ts 207.13'
Ts' 281.77'
160' Sp.
S 12°48'
a 10
GSC 472+10.58 P.C.
+00
STATE HIGHWAY MAINTENANCE
N.13°32'30"W
100'
SOUTH KLAMATH FALLS HWY. 424
3° C.R.
TΔ 22°53'
Ts 637.50'
500' Sp's
S 7°30'
a 0.6
95+32.20 P.O.C.
GSC 470+98.67 P.O.T.
80'
+00
Klamath Falls City Limits
THE DALLES - CALIFORNIA HWY. (US 97)
87+49.98 P.T.
N.69°36'E.
7
8
18
17
T.39 S., R.9E., W.M.

STATE OF OREGON

INTEROFFICE MEMO

ROW 18-2

TO: Fran Neavoll
Commission Services

DATE: August 31, 1988

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: The Dalles/California Highway - Washburn Way Section
Southside Bypass
Klamath County
ODOT Agreement No. RR-1193
ROW File No. 54103

RAILROAD COMPANIES
FILE No. 1193

Enclosed is a copy of a fully-executed easement document regarding the subject project.

Through a copy of this letter I am sending the Right of Way office the original document and ask that they record the easement and advise the Railroad of the recording data utilizing the attached postcard. When they have completed this process, they should send the original document to you.

RDT:jkh
Attachment

cc: Marge Dixon, Right of Way - w/original
- Please have this easement recorded

Fran -
Attached is the
orig. recorded easement.
Marge D.
9-22-88

RECEIVED
SEP 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG [illegible] 1 1988
☐ M ☐ AMF ☐ AMO ☐ PMS ☐ CON ☐ RS

pg 61
of agree book

81-125-1987

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

10171

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT July 18, 1988	REPORT MADE BY Kenneth E. Husby, Construction Engineer		PROJECT NO. RS-B319(3)
COMPLETION DATE (Actual) Nov. 20, 1987	ACCEPTANCE DATE BY CONRTACT AGENCY April 19, 1988	TIME ELAPSED 100 %	CONTRACT TIME Nov. 20, 1987

LOCATION
The Dalles/Calif. Hwy.-Washburn Way Section of FAS B319 (Southside Bypass).

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

. Description of Improvement as Programed:

A. Construction of roadbed, aggregate base, and asphalt concrete pavement.

B. Construction of concrete box culvert, manhole, inlets, walks and curbs.

C. Installation of drainage, guardrail, and signs.

D. Construction of Bridge No. 16333 over the Klamath River and Burlington Northern Railroad and Bridge No. 16334 over the Southern Pacific Railroad.

E. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: F. E. Ward, Inc.

3. Contract Amount: $6,121,682.79

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Kenneth E Husby

Signature (SHD Official) ____________________

Title Construction Engineer

RECEIVED
STATE HWY ENGR
AUG 9 '88
REFER TO Husby
FOR

cg
8-12

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE John T Price	
TITLE Area Engineer	DATE 7/29/88	TITLE	DATE 8/8/88

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

10,171

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-127	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Klamath
MODIFICATION NUMBER 1	6 22 88	Project Number RS-B319(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1986, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,492,609	$ 6,497,582
Federal funds	$ 3,728,709	$ 3,733,093
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22ND day of JUN, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

By For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 17, 1988

Federal-Aid Project No. RS-B319(3)

The Dalles-California Hwy.-Washburn Way Section
County Road
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 78+99.99 to 124+44; Sta. 133+94 to 163+92; Sta. 165+72 to 188+18.42
P.T. B/L = 186+46.18 P.O.T. Ah to 235+00

	Subtotal as on previous estimate of January 2, 1986	$ 2,487,520.59
	Engineering	310,939.41
	Subtotal	$2,798,460.00
Salvaging AC and Base Materials	All Required	(62,200.00)
	Total	$ 2,736,260.00

Type Code X381
Structure, Bridge #16333 (Sta. 124+44 to 133+94)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structure Excav.	CY	$ 15.00	1,490	$21,900.00	1,791.50	$26,872.50
				$21,900.00		$26,872.50

Total Increase	$ 4,972.50
Subtotal as on previous estimate of January 2, 1986	2,047,860.00
Subtotal	$ 2,052,832.50

Type Code X181
SPR O'xing, Bridge #16334 (Sta. 163+92 to 165+72)

Subtotal as on previous estimate of January 2, 1986	$ 500,710.78
Subtotal	2,553,543.28
Engineering	318,571.72
Total	$ 2,872,115.00

NONPARTICIPATING WORK (COUNTY RESPONSIBILITY)

Mobilization	All Required	(11%)		$ 60,500.00
Temporary Protection and Direction of Traffic	All Required	(10%)		2,000.00
Temporary Signs	Sq. Ft.	250	8.00	2,000.00
Temporary Barricades	Each	8	36.00	288.00
Temporary Plastic Safety Markers	Each	20	20.00	400.00
Flaggers	Hour	200	18.00	3,600.00
Clearing and Grubbing	All Required	(64%)		153,600.00
Removal of Structures and Obstructions	All Required	(64%)		12,800.00
Ditch Excavation	Cu. Yd.	154	5.00	770.00
Embankment in Place	Cu. Yd.	152,724	2.50	381,810.00
Trench Excavation	Cu. Yd.	910	10.00	9,100.00
Finishing Roadbed and Slopes	All Required	(66%)		3,300.00
Watering	M-Gal.	1,520	12.00	18,240.00
Concrete in Box Culverts	Cu. Yd.	71	300.00	21,300.00
Reinforcement in Box Culverts	Lb.	14,800	0.50	7,400.00
8-inch Culvert Pipe	Lin. Ft.	60	7.00	420.00
12-inch Culvert Pipe	Lin. Ft.	980	8.00	7,840.00
18-inch Culvert Pipe	Lin. Ft.	370	12.00	4,440.00
24-inch Culvert Pipe	Lin. Ft.	390	15.00	5,850.00
48-inch Culvert Pipe	Lin. Ft.	430	40.00	17,200.00
18-inch Irrigation Pipe	Lin. Ft.	352	13.00	4,576.00
24-inch Irrigation Pipe	Lin. Ft.	400	19.00	7,600.00
36-inch Irrigation Pipe	Lin. Ft.	34	35.00	1,190.00
Concrete Manholes	Each	1	1,300.00	1,300.00
Bridge Connection	Each	1	350.00	350.00
Geotextile Fabric in Stabilization	Sq. Yd.	44,850	1.00	44,850.00
Seeding, Fertilizing, and Mulching	Acre	4	800.00	3,200.00
Single Mailbox Supports	Each	6	100.00	600.00
				$ 776,524.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required	$ 3,882.62
Install and Monitor Settlement Plates	All Required	10,000.00
		$ 13,882.62
	Subtotal	$ 790,406.62
	Engineering	98,800.38
	Total	$ 889,207.00

Length of Project Roadway ----- 2.77 miles
Structure --- 0.21
Total 2.98 miles

Cost of Roadway Per Mile ------- $986.750.81

SUMMARY OF FUNDS (88.15%)

Description	Sub-Job	Appn Code	Total Cost	Federal Funds	State Fund	County Funds
Roadway	011	075	$ 2,736,260.00	$ 1,201,324.00	$ 80,797.00	$ 1,454,139.00
Structures	021	075	2,872,115.00	2,531,769.00	340,346.00	--
Roadway	030	---	889,207.00	--	--	889,207.00
Total			$ 6,497,582.00	$ 3,733,093.00	$ 421,143.00	$ 2,343,346.00

Contract No. 10,171
Prefix: C518-1920 (PE)
C10171
Sub-Job 010 = 0%; 011 = 42%; 020 = 0%; 021 = 44%; 030 = 14%

DDB:jc

FILE COPY

TO BE COMPLETED BY FHWA 1-56	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Klamath PROJECT NO. RS-B319(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

The Dalles/California Hwy. - Washburn Way

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/26/85	2.987

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 5,603,402.00	FEDERAL FUNDS $ 3,728,709.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
for Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JAN 10 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

6-Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 2, 1986

Federal Aid Project No. RS-B319(3)

The Dalles/California Hwy.-Washburn Way Section
FAS B319 (Southside Bypass) County Road
Klamath County

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (Sta. 78+99.99 to Sta. 124+44; Sta. 133+94 to Sta. 163+92 and Sta. 165+72 to Sta. 188+18.42 P.T. Bk = 186+46.18 P.O.T. Ah to Sta. 235+00)

Furnishing Field Laboratory	Each	1	3,500.00	$ 3,500.00
Mobilization	All Required (43%)			236,500.00
Temporary Protection and Direction of Traffic	All Required (85%)			17,000.00
Temporary Signs	Sq. Ft.	821	8.00	6,568.00
Temporary Barricades	Each	20	36.00	720.00
Temporary Plastic Safety Markers	Each	60	20.00	1,200.00
Flaggers	Hour	1,550	18.00	27,900.00
Clearing and Grubbing	All Required (29%)			69,600.00
Removal of Structures and Obstructions	All Required (29%)			5,800.00
Removal of Pavement	Sq. Yd.	19,000	3.50	66,500.00
Embankment in Place	Cu. Yd.	73,026	2.50	182,565.00
Trench Excavation	Cu. Yd.	232	10.00	2,320.00
Finishing Roadbed and Slopes	All Required (31%)			1,550.00
Watering	M-Gal.	725	12.00	8,700.00
Aggregate Base	Ton	106,000	7.00	742,000.00
3/4"-0 Aggregate Base	Ton	10,000	7.50	75,000.00
Class "B" Asphalt Concrete Mixture	Ton	21,380	20.00	427,600.00
Asphalt Cement in Mixture	Ton	1,293	200.00	258,600.00
Hydrated Lime in Mixture	Ton	214	300.00	64,200.00
Asphalt in Tackcoat	Ton	29.7	250.00	7,425.00
12-inch Culvert Pipe	Lin. Ft.	292	8.00	2,336.00
18-inch Culvert Pipe	Lin. Ft.	380	12.00	4,560.00
30-inch Culvert Pipe	Lin. Ft.	100	20.00	2,000.00
12-inch Sewer Pipe	Lin. Ft.	118	10.00	1,180.00
18-inch Sewer Pipe	Lin. Ft.	4	100.00	400.00
Concrete Inlets, Type CG-1	Each	3	650.00	1,950.00
Guardrail, Type 2A	Lin. Ft.	3,725	12.00	44,700.00
Guardrail, Type 3	Lin. Ft.	225	21.00	4,725.00
Guardrail Anchors, Type 1	Each	8	300.00	2,400.00

Guardrail Anchors, Type 1 Modified	Each	5	300.00	1,500.00
Rail End Pieces, Type C	Each	8	100.00	800.00
Type 2 Fence	Lin. Ft.	4,750	1.25	5,937.50
Concrete Walks	Sq. Yd.	160	20.00	3,200.00
Concrete Curbs	Lin. Ft.	1,205	9.00	10,845.00
Extra for Asphalt Approaches	Each	52	250.00	13,000.00
Paved Culvert End Slopes	Sq. Ft.	538	13.00	6,994.00
Geotextile Fabric in Stabilization	Sq. Yd.	20,150	1.00	20,150.00
Delineators, Type 1	Each	175	20.00	3,500.00
Adjusting Manholes	Each	2	500.00	1,000.00
Reconstructing Manholes	Each	3	800.00	2,400.00
Seeding, Fertilizing, and Mulching	Acre	2	800.00	1,600.00
Removal of Existing Sign Installations	All Required			250.00
Wood Sign Posts	All Required			2,000.00
Sign Support Footings	All Required			1,700.00
Single Post Slip Base Sign Supports	All Required			8,000.00
Breakaway Sign Post	All Required			5,000.00
Type "AA" Signs in Place	Sq. Ft.	541	20.00	10,820.00
Type "C" Signs in Place	Sq. Ft.	191	8.00	1,528.00
Type "EE" Signs in Place	Sq. Ft.	94	8.00	752.00
Type "R" Signs in Place	Sq. Ft.	73	8.00	584.00
Type "U" Signs in Place	Sq. Ft.	251	8.00	2,008.00
Type "AA" Overlay Signs in Place	Sq. Ft.	1,600	17.00	27,200.00
Move and Reinstall Existing Signs	All Required			350.00
				$ 2,400,617.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 6,400.00
Temporary Pavement Striping	All Required	3,000.00
Removal Pavement Striping (Exist. & Temp.)	All Required	3,000.00
On-the-Job Trainees ($0.80 x 1000 hrs.)	All Required	800.00
Temporary Erosion Control	All Required	5,000.00
Statistical Asphalt Bonus	All Required	17,200.00
Right-of-Way Monumentation	All Required	17,500.00
Triangulation Control & Sheds	All Required	12,000.00
City of Klamath (Water)	All Required	5,000.00
Pacific Northwest Bell	All Required	5,000.00
EEO/Labor Compliance Monitoring (0.5% Const. Amt.)	All Required	12,003.09
		$ 86,903.09
	Subtotal	$ 2,487,520.59
	Engineering	310,939.41
	Total	$ 2,798,460.00

Salvaging AC and Base Materials			All Required	(62,200.00)
			Total	$ 2,736,260.00

TYPE CODE X381
Structure (Br. #16333)(Sta. 124+44 to Sta. 133+94)

Furnishing Field Laboratory	Each	1	3,500.00	$ 3,500.00
Mobilization	All Required (46%)			253,000.00
Temporary Protection and Direction of Traffic	All Required (5%)			1,000.00
Flaggers	Hour	50	18.00	900.00
Clearing and Grubbing	All Required (7%)			16,800.00
Removal of Structures and Obstructions	All Required (7%)			1,400.00
Channel Change Excavation	Cu. Yd.	890	6.00	5,340.00
Embankment Foundation Excavation	Cu. Yd.	4,000	5.00	20,000.00
Toe Trench Excavation	Cu. Yd.	85	15.00	1,275.00
Stone Embankment	Cu. Yd.	3,500	14.00	49,000.00
Special Structure Embankment	Cu. Yd.	720	15.00	10,800.00
Finishing Roadbed and Slopes	All Required (3%)			150.00
Watering	M-Gal.	15	12.00	180.00
Class "B" Asphalt Concrete Mixture	Ton	120	20.00	2,400.00
Asphalt Cement in Mixture	Ton	7	200.00	1,400.00
Hydrated Lime in Mixture	Ton	1	300.00	300.00
Asphalt in Tack Coat	Ton	0.3	250.00	75.00
Loose Riprap, Class 50	Cu. Yd.	920	14.00	12,880.00
Loose Riprap, Class 100	Cu. Yd.	100	16.00	1,600.00

(ALTERNATE A)

Shoring, Cribbing, Etc.	All Required			250,000.00
Structure Excavation	Cu. Yd.	1,460	15.00	21,900.00
Structure Excavation Below Elevations Shown	Cu. Yd.	146	25.00	3,650.00
Furnishing Pile Driving Equipment	All Required			20,000.00
Furnish HP 12x53 Steel Piling	Lin. Ft.	540	12.00	6,480.00
Furnish Concrete or Steel Piling	Lin. Ft.	560	12.00	6,720.00
Drive Steel Piles	Lin. Ft.	540	1.50	810.00
Drive Concrete or Steel Piles	Lin. Ft.	560	2.00	1,120.00
Structural Concrete, Class 3300 (960 C.Y.)	All Required			175,000.00
Structural Concrete, Class 4000 (517 C.Y.)	All Required			300,000.00
Expansion Joints Single Strip Seal	Lin. Ft.	40	130.00	5,200.00

Expansion Joints Double Strip Seal	Lin. Ft.	40	650.00	26,000.00
Reinforcement (281,200 lbs.)	All Required			100,000.00
Coated Reinforcement (106,000 lbs.)	All Required			60,000.00
135'/140' Bulb Tee Prestressed Beams	Each	42	12,000.00	504,000.00
140'/145' Bulb Tee Prestressed Beams	Each	7	13,000.00	91,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	178	60.00	10,680.00
Bearing Devices, Bent 4	Each	7	2,000.00	14,000.00
Concrete Bridge Rail	Lin. Ft.	1,980	35.00	69,300.00
				$ 2,047,860.00

TYPE CODE X181
SPTC O'Xing (Br. #16334)(Sta. 163+92 to Sta. 165+72)

Shoring, Cribbing, Etc.	All Required			$ 5,000.00
Structure Excavation	Cu. Yd.	350	15.00	5,250.00
Structure Excavation Below Elevations Shown	Cu. Yd.	10	25.00	250.00
Special Wall Backfill	Cu. Yd.	110	17.00	1,870.00
Structural Concrete, Class 3300 (307 C.Y.)	All Required			65,000.00
Reinforcement (52,600 lbs.)	All Required			18,000.00
50'/55' Prestressed Slabs	Each	13	4,000.00	52,000.00
60'/65' Prestressed Slabs	Each	13	4,500.00	58,500.00
70'/75' Prestressed Slabs	Each	13	5,000.00	65,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	236	60.00	14,160.00
Concrete Bridge Rail	Lin. Ft.	362	35.00	12,670.00
Membrane Waterproofing	Sq. Yd.	1,066	6.00	6,396.00
				$ 304,096.00
			Alternate "A"	$ 2,351,956.00

ANTICIPATED ITEMS

Railroad Protective Costs (SPTC)	All Required	$ 105,675.00
Railroad Protective Costs (BNRR)	All Required	37,600.00
Other Railroad Costs (SPTC)	All Required	40,780.00
On-the-Job Trainees ($0.80 x 1000 hrs.)	All Required	800.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required	11,759,78
		$ 196,614.78
	Subtotal	$ 2,548,570.78
	Engineering	318,571.22
	Total	$ 2,867,142.00

NONPARTICIPATING WORK (COUNTY RESPONSIBILITY)

Mobilization	All Required (11%)			$ 60,500.00
Temporary Protection and Direction of Traffic	All Required (10%)			2,000.00
Temporary Signs	Sq. Ft.	250	8.00	2,000.00
Temporary Barricades	Each	8	36.00	288.00
Temporary Plastic Safety Markers	Each	20	20.00	400.00
Flaggers	Hour	200	18.00	3,600.00
Clearing and Grubbing	All Required (64%)			153,600.00
Removal of Structures and Obstructions	All Required (64%)			12,800.00
Ditch Excavation	Cu. Yd.	154	5.00	770.00
Embankment in Place	Cu. Yd.	152,724	2.50	381,810.00
Trench Excavation	Cu. Yd.	910	10.00	9,100.00
Finishing Roadbed and Slopes	All Required (66%)			3,300.00
Watering	M-Gal.	1,520	12.00	18,240.00
Concrete in Box Culverts	Cu. Yd.	71	300.00	21,300.00
Reinforcement in Box Culverts	Lb.	14,800	0.50	7,400.00
8-inch Culvert Pipe	Lin. Ft.	60	7.00	420.00
12-inch Culvert Pipe	Lin. Ft.	980	8.00	7,840.00
18-inch Culvert Pipe	Lin. Ft.	370	12.00	4,440.00
24-inch Culvert Pipe	Lin. Ft.	390	15.00	5,850.00
48-inch Culvert Pipe	Lin. Ft.	430	40.00	17,200.00
18-inch Irrigation Pipe	Lin. Ft.	352	13.00	4,576.00
24-inch Irrigation Pipe	Lin. Ft.	400	19.00	7,600.00
36-inch Irrigation Pipe	Lin. Ft.	34	35.00	1,190.00
Concrete Manholes	Each	1	1,300.00	1,300.00
Bridge Connection	Each	1	350.00	350.00
Geotextile Fabric in Stabilization	Sq. Yd.	44,850	1.00	44,850.00
Seeding, Fertilizing, and Mulching	Acre	4	800.00	3,200.00
Single Mailbox Supports	Each	6	100.00	600.00
				$ 776,524.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required	$ 3,882.62
Install & Monitor Settlement Plates	All Required	10,000.00
		$ 13,882.62
	Subtotal	$ 790,406.62
	Engineering	98,800.38
	Total	$ 889,207.00

Length of Project Roadway -------------- 2.773 miles
Structures ----------- 0.214 miles
Total Length --------- 2.987 miles

Cost of Roadway Per Mile --------------------- $986,750.81

SUMMARY OF FUNDS (88.15%)

Description	Group	Total Cost	Federal Funds	State Funds	County Funds
Roadway	030	$ 889,207.00	$ ---	$ ---	$ 889,207.00
Roadway	011	2,736,260.00	1,201,324.00	80,797.00	1,454,139.00
Structures	021	2,867,142.00	2,527,385.00	339,757.00	---
		$6,492,609.00	$3,728,709.00	$420,554.00	$2,343,346.00

Group 010 = 14%; 011 = 42%; 021 = 44%
Contract No. 10171
Prefix: C518-1920 (PE)
C10171 (CONST)

DRH:me

10,171

J

May 20, 1988

CON 5 - 10,171

Employers Insurance of Wausau
9400 S. W. Beaverton Hwy., Suite 300
Beaverton, OR 97005

On April 27, 1988, we wrote to you concerning release of final payment on Contract No. 10,171 awarded to F. E. Ward, Inc. for work on The Dalles/California Highway-Washburn Way Section of the South Side Bypass in Klamath County.

Final payment on this contract is $16,282.68 and the total contract amount is $6,121,682.79 including $71,083.47 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: F. E. Ward, Inc.
2710 N. E. 78th St.
Vancouver, WA 98665

Employers Insurance of Wausau
2000 Westwood Dr.
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,171

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10171

TO: Manager
Commission Services

DATE: April 19, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10171 ,	On Site Work Substantially Completed	November 20, 1987
All Work Completed	January 21, 1988		
Project	The Dalles/California Hwy.-Washburn Way		
Highway	FAS B319 (Southside Bypass)		
County	Klamath		
Type of Work	Grade, Pave, Structure, and Signing		
Contractor	F. E. Ward, Inc.		

cc: C. O. Fredrickson
B. M. Walton

SURETY LETTER WRITTEN 4/27/88

RECEIVED
[illegible]
COMMISSION SERVICES
[illegible]

81-125-1387

10,171

J

LAW OFFICES OF

McGAVICK, GRAVES, BEALE, AND McNERTHNEY

ROBERT L. BEALE
LAWRENCE B. McNERTHNEY
GREGORY H. PRATT
HENRY HAAS
WILLIAM P. BERGSTEN
K. MICHAEL JENNINGS
ROY F. KUSSMANN
EDWARD R. LINDSTROM
BARBARA JO SYLVESTER
MALCOLM C. LINDQUIST
DENNIS P. GREENLEE, JR.
L. PAUL ALVESTAD
JOSEPH P. JACKOWSKI
*BRUCE K. MEDEIROS
ELIZABETH C. DAY
JAMES W. FELTUS
**PAUL R. WILLETT

*ALSO ADMITTED IN HAWAII
**ALSO ADMITTED IN FLORIDA

1102 BROADWAY, SUITE 500
P.O. BOX 1317
TACOMA, WASHINGTON 98401-1317
TELEPHONE (206) 627-1181

TOLL FREE FROM SEATTLE (206) 838-2860
TELECOPIER (206) 627-2247

OF COUNSEL
LEO A. McGAVICK
RAY GRAVES

April 1, 1988

Secretary of State
STATE OF OREGON
143 Capitol Building
Salem, OR 97310

F. E. Ward, Inc.
2710 N.E. 78th Street
Vancouver, WA 98665

Re: Oregon Department of Transportation
Contract No. 10171/Dalles California
Highway - Washburn Way
Section of FAS-B-319, Klamath County

Gentlemen:

Please be advised that this office represents Zumar Industries, Inc. in Tacoma, Washington. Zumar supplied certain traffic control signs and other materials for use in the above-captioned highway project. F. E. Ward, Inc. is the prime contractor on the job. Fouress Sign Company of Albany, Oregon is a subcontractor on the job and the subcontractor to which Zumar supplied its materials.

Zumar last shipped to Fouress Sign Company materials for use on this job on December 8, 1987. Thus, the last date of delivery of materials to the job is some time thereafter and less than 120 days from the date of this notice and the mailing thereof. The outstanding balance unpaid to Zumar is $21,156.19 as of March 31, 1988. Zumar Industries intends to file a claim against the prime contractor's bond unless payment is made forthwith. Thank you.

Very truly yours,

Dennis P. Greenlee, Jr.
Attorney for Zumar Industries, Inc.

RECEIVED
APR 4 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec. as intends to file a claim unless paid

DPG:ka
9.21
cc: Fouress Sign Co.
Oregon Dept. of Transportation, Commission Services
Employers Insurance of WAUSAU
Zumar Industries, Inc.

J

March 23, 1988

CON 5 - #10,171

Patterson Construction, Inc.
1650 Owens Street
Klamath Falls, OR 97601-3473

Thank you for providing us a copy of your letter dated March 8, 1988, to F. E. Ward stating that there is no further claim pending against Fabricators, Inc.

This was in connection with a claim against Contract No. 10,171 for work on The Dalles/California Highway-Washburn Way Section on FAS B319 in Klamath County.

We will note this information in our records.

Fran Neavoll
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2710 N. E. 78th St.
Vancouver, WA 98665

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 S. W. Beaverton Highway
Suite 300
Beaverton, OR 97005

bc: Bryant Jackmond

FKN:cv

Patterson Construction, Inc.
General Contractor

PHONE 503 / 884-8890 • 1650 OWENS ST. • KLAMATH FALLS, OREGON 97601-3473

RECEIVED
MAR 9 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

August 4, 1987

Secretary of State
Salem, Oregon 97310

To Secretary of State:

Notice is hereby given that the undersigned Patterson Construction, Inc. has a claim for equipment rental on a Raygo Vibratory Roller and a 613 Scraper furnished by Patterson Construction, Inc. in the sum of Ten Thousand Nine Hundred Thirty Six and 50/100 dollars ($10,936.50) which is the unpaid balance of equipment rental and the sum of Six Hundred Fifty Six and 19/100 dollars ($656.19) which is the interest due on the unpaid balance against the bond taken from F. E. Ward and Employers Insurance of Wausau for the work of South Side By-Pass Section Dalles - California Highway -- Washburn Way. Such equipment rental was supplied to Fabricators, Inc.

Respectfully,

Nileletta Patterson
Nileletta Patterson, Sec./Treas.
Patterson Construction, Inc.

NP/tc
cc: F. E. Ward, Prime Contractor
2710 North E 78th St.
Vancouver, WA 98665

Fabricators, Inc., Sub-Contractor
2705 Lancaster Drive
Salem, Oregon 97305

Employers Insurance of Wausau
9400 SW Beaverton Hwy. Suite 300
Beaverton, Oregon 97005

Department of Transportation
121 Transportation Bld.
Salem, Oregon 97310

THIS HAS BEEN
SETTLED - 3/7/88

PRESIDENT
PATTERSON CONSTRUCTION INC

Patterson Construction, Inc.
General Contractor

PHONE 503 / 884-8890 • 1650 OWENS ST. • KLAMATH FALLS, OREGON 97601-3473

March 8, 1988

F. E. Ward
2710 N.E. 78th St.
Vancouver, WA 98665

RE: Fabricators, Inc. - Disputed Billing

Dear Mr. Ward,

The disputed billing between Fabricators, Inc. and Patterson Construction, Inc. has been settled and Patterson Construction, Inc. has no further claim pending against Fabricators, Inc.

Respectfully,

Arthur H. Patterson, President
Patterson Construction, Inc.

AHP/tc
cc: Fabricators, Inc.
2705 Lancaster Drive
Salem, OR 97303

Employers Insurance of Wausau
9400 S.W. Beaverton Highway
Suite 300
Beaverton, OR 97005

Dept. of Transportation
121 Transportation Blvd.
Salem, OR 97310

Secretary of State
Salem, OR 97310

RECEIVED
MAR 9 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,171

GEORGE H. PROCTOR
RICHARD FAIRCLO

PROCTOR & FAIRCLO
ATTORNEYS AT LAW
290 MAIN STREET
KLAMATH FALLS, OREGON 97601

AREA CODE 503
882-4436

files

January 20, 1988

F. E. Ward, Inc.
2710 NE 78th Street
Vancouver, WA 98665

Fabricators, Inc.
2705 Lancaster Drive NE
Salem, Oregon 97303

Employers Insurance of Wausau
9400 SW Beaverton Highway
Suite 300
Beaverton, OR 97005

Re: Southside Bypass, Klamath County, State of Oregon
File #CON5-#10,171

Please be advised that this office represents Patterson Construction, Inc. Demand is made for payment of the following two items:

1. Unpaid rent of Raygo Vibratory Roller for a month of rental possession from October 24 to November 24, 1986 by Frabricators, Inc. Payment was made on agreed rates before and after that month. The monthly rate as per written contract is $2,400.

2. Unpaid rent of 613 scraper for 189.7 hours. The hour meter reading indicates accumulation of 211.2 hours while rented and in possession of Fabricators, Inc. $45.00 is the rate agreed in the written contract, leaving a balance owing of $8,636.50

It is my understanding you have received copies of the documentation including the two rental agreements from my client.

I will expect payment in full through this office within ten days of the date of this letter.

Very truly yours,

PROCTOR & FAIRCLO

Richard Fairclo

RF:la
cc: Patterson Construction, Inc.
Oregon State Commission Services

claim filed 8-4-87

RECEIVED
JAN 2[illegible] 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. necessary -

10,171

Shultz

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: Memo to Files

DATE: January 12, 1988

FROM: Don Baker
Federal Aid Programmer
Program Section

SUBJECT: F.A. Project No. RS-B319(3)
The Dalles-California Hwy.-Washburn Way Section
County Road
Klamath County

In order to make the second "B" Code reduction on subject project, a STARS agreement Table Maintenance form was prepared in the following manner.

EA C10171, SubJob 011, was increased by $2,285.00 for a total increase of $19,285.00.

EA C1071, SubJob 021, was decreased by $2,285.00 for a total decrease of $19,285.00.
DDB:pf

81-125-1387

10171

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

PRO

TO: Memo to the File

DATE: December 30, 1987

FROM: Don Baker
Don Baker
Federal Aid Programmer

SUBJECT: F.A. Project No. RS-B319(3)
The Dalles-California Hwy.-Washburn Way Sec.
County Road
Klamath County

In order to reduce "B" Code on the subject project. A STARS Agreement Table Maintenance form was prepared in the following manner:

EA C10171, Sub. Job 011, was increased by $17,000.00

EA C10171, Sub. Job 021, was decreased by $17,000.00

DDB:bkw
cc: Mike Shultz

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

December 22, 1987

In Reply Refer to
File No.:

Marj Brissenden
3701 Crescent Rim Drive, No. 24
Boise, ID 83706

Dear Ms. Brissenden:

Mr. Bothman asked that I answer your letter concerning safety on the South Side Bypass. You can be assured the safety of the driving public is the highest concern of the Highway Division also.

We are monitoring the accidents on the bypass carefully and have made some signing changes to help warn drivers of intersections and stops ahead. We will continue to look at any operational or design features that need attention.

The accidents that have occurred on the Bypass have been the result of driver error. Once people become accustomed to the highway, I believe its accident rate will be no higher than similar highways in the local area.

I am encouraged by the lack of reported accidents over the past one and one-half months. We all hope this trend continues.

Thank you for expressing your concerns and I hope your future trips to Oregon and Klamath Falls are enjoyable.

Sincerely,

Stephen H Macnab
Stephen H. Macnab
Region 4 Operations Engineer

SHM:br

bc: Bob Bothman
Larry Rulien
W. E. Schwartz
Richard Steyskal

GARY A. POTTER

RECEIVED
DOT DIRECTOR
REFER TO

DEC 23 1987

FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File

R. H. BOTHMAN

734-1827 (1-87)

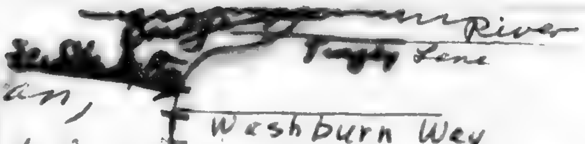
BU 12-17

Dick Steyskal
or Steve Menard
Reply

12 9 INY

ROM [✓ RE] ROE RAS RAS
RTS RECEIVED GEO
RUS DEC 9 1987 RDS
RSO REGION 4 RBI
ASSIGNED ____________

12-1-87



K. Falls

Dear Mr. Bothman,

The long awaited 6th St. By Pass - South Side of Klamath Falls we found this week to be very busy - really used. HOWEVER, a bit more needs to be added immediately for signs to make it SAFE. The number of fatal and serious accidents near and west from, Washburn Way is alarming. The designing has resulted in short view of oncoming traffic, Southeast of the bridge. We hope this can be addressed before more accidents occur there. I can add that State Police were very helpful when our relatives moved cattle across that spot.

Sincerely, Mari Brissenden

RECEIVED
STATE HWY ENGR

DEC 7 '87

REFER TO
Allen

FOR

Info	[illegible]	R/D	D/R	[illegible]	[illegible]	[illegible]
			✓			

W/Cy to Rulien Bothman
+ Schwartz

Pat Schwartz -
D/R w/ bc cy to
Rulien + Bothman.

Cy - Adams
12/8

Marj Brissenden
3701 Crescent Rim Dr. #204
Boise, ID 83706

BOISE

Take Pride in America 14USA

Oregon Dept. of Transportation
Mr. Bob Bothman
Oregon ~~Idaho~~ Transportation Commission
Salem, Oregon 97310

RECEIVED
DOT DIRECTOR
REFER TO
Rulien
DEC 07 1987
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
			☒			

USPS 1987

Dick Steyskal
or Steve Herrick

BU 12-17

RECEIVED
STATE HWY ENGR
DEC 7 '87
REFER TO
Allen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

W/Cys to Rulien, Bothman
& Schwartz

Pat Schwartz -
D/R w/ bc cy to
Rulien + Bothman.

12/17 - Adams

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(3)
2. STATE PROJECT NO.
2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50249

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 6, 1987
8. FEDERAL ROUTE NUMBER FAS B319
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
The Dalles - California Hwy - Washburn Way

11. GENERAL DESCRIPTION OF WORK
Redesign work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/6/87 as requested in Mr. Fredrickson's letter of 12/4/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 17 Sup. is approved to a TEC of $7,800; Federal Funds $6,876.

RECEIVED
STATE HWY ENGR
DEC 23 '87
REFER TO Gilmour
FOR
Info Inves R/D D/R Sign Act File

14. DATE 12/21/87
15. SIGNATURE OF APPROVING OFFICIAL John T. Price
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,171

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PI ECTS

WEEK ENDING: DECEMBER 11, 1987

PROJECT NAME (SECTION): THE DALLES/[illegible]

CONTRACT NO: [illegible]

HIGHWAY: FAS 8319 (SOUTH SIDE BYPASS) [illegible]

COUNTY: [illegible]

F.A. PROJECT NO: [illegible]

CONTRACTOR: F.E. WARD INC

KIND OF WORK: GRADING, PAVING, SIGNING AND STRUCTURES

DATE OF AWARD: DECEMBER [illegible]

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 6,540,060.24

ESTIMATED PROJECT COST $ 6,744,644.56

ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ 3.0 %

ENGINEERING

AUTHORIZATION $ [illegible]

COST THIS WEEK $ 8,250.00

TOTAL TO DATE $ 597,255.05

PERCENT OF AUTHORIZATION [illegible] %

FIRST NOTIFICATION DATE: JANUARY [illegible], 1986

ESTIMATED DATE OF COMPLETION, OR: NOVEMBER 20, 1987

SECOND NOTIFICATION DATE AND: NOVEMBER 20, 1987

ESTIMATED SEMIFINAL SUBMITTAL DATE: DECEMBER 11, 1987

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
(A)	11/20/87	661	661.0	100	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	[illegible]
ORIG. CONTRACT QUANTITIES	225,750 CY	116,0[illegible] TN	21,500 TN			
EST. CORRECTED QUANTITIES	236,700 CY	120,0[illegible] TN	21,946 TN			
EST. PERFORMED TO DATE	236,700 CY	120,0[illegible] TN	21,946 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	100	100

ACTIVITIES THIS WEEK:

BRIDGE 16333 100 % COMPLETED BRIDGE 16334 100 % COMPLETED

PROJECT SEMI-FINAL SUBMITTED TO REGION FRIDAY, DECEMBER 11, 1987.

PROJECT COMPLETE

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

[illegible]

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

12-10-87

Don –

Design provides proper sight distances.

Problem is that both Washburn Way and Midland Hwy are now stop conditions at the By Pass (No stop there before).

Locals are not use to condition. Steyskal has placed advance warning signs of stops etc to address problem.

Wayne & I discussed possible need for advance warning signs in contracts where these conditions occur.

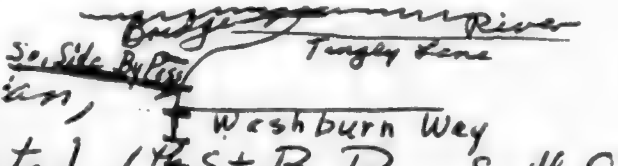
D. R. ADAMS

Doe

info

[illegible]
like another
distance problem.
it one we missed?
Don

RECEIVED
STATE HWY ENGR
DEC 11 '87
REFER TO
FOR



K. Falls

nian,

ited 6th St. By Pass - South Side we found this week to be very busy - really used. HOWEVER, a bit more needs to be added immediately for signs to make it SAFE. The number of fatal and serious accidents near and west from, Washburn Way is alarming. The designing has resulted in short view of oncoming traffic, southeast of the bridge. We hope this can be addressed before more accidents occur there. I can add that State Police were very helpful when our relatives moved cattle across that spot.

Sincerely, Mari Brissenden

12/9/87

Wayne –
Please review & discuss.
Don

RECEIVED
STATE HWY ENGR
DEC 7 '87
REFER TO
FOR

D. R. ADAMS

RECEIVED
DEC 09 1987
ROAD DESIGN SECTION

RDE Don
FDE
FDS
SE
LE
LFE
LFS
PDE
PDS

BPM
LPC
LA
LDS
RWD
LLC
HE
GTE
OFFICE

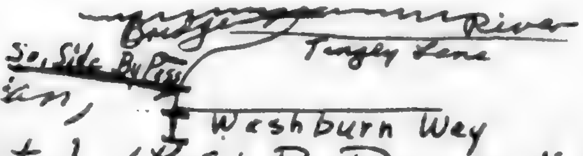
Pat Schwartz –
D/R w/ bc cy to Rulien + Bothman.
cy – Adams

cc Walt Hart
Duane Christensen info

Reads like another sight distance problem.
Is it one we missed?
Don

RECEIVED
STATE HWY ENGR
DEC 11 '87
REFER TO
FOR

12-1-87



K. Falls

Dear Mr. Bothman,

The long awaited 6th St. By Pass - South Side of Klamath Falls we found this week to be very busy - really used. HOWEVER, a bit more needs to be added immediately for signs to make it SAFE. The number of fatal and serious accidents near and west from, Washburn Way is alarming. The designing has resulted in short view of oncoming traffic, southeast of the bridge. We hope this can be addressed before more accidents occur there. I can add that State Police were very helpful when our relatives moved cattle across that spot.

Sincerely, Mari Brissenden

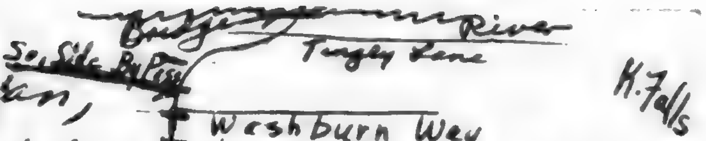
12/9/87
Wayne —
Please review & discuss.
Don

RECEIVED
DEC 09 1987
ROAD DESIGN SECTION
RDE Don
FDE
FDS
SE
LE
LFE
LFS
PDE
PDS
RPM
LPC
LA
LDS
RWD
LLC
HE
GTE
OFFICE

Pat Schwartz -
D/R w/ bc cy to Rulien + Bothman.
cy - Adams

RECEIVED
STATE HWY ENGR
DEC 7 '87
REFER TO
FOR
D. R. ADAMS

12-1-87



Dear Mr. Bothiman,

The long awaited 6th St. By Pass - South Side of Klamath Falls we found this week to be very busy - really used. HOWEVER, a bit more needs to be added immediately for signs to make it SAFE. The number of fatal and serious accidents near and west from, Washburn Way is alarming. The designing has resulted in short view of oncoming traffic, Southeast of the bridge. We hope this can be addressed before more accidents occur there. I can add that State Police were very helpful when our relatives moved cattle across that spot.

Sincerely, Marj Brissenden

Marj Brissenden
3701 Crescent Rim Dr. #204
Boise, Id 83706

Pat Schwartz -
D/R w/ bc cy to
Rulien + Bothman.

cy - Adams

RECEIVED
STATE HWY ENGR
DEC 7 '87
REFER TO
FOR

Damascus residents hope that the reorganization of a neighborhood association will give them the political clout they need to have a say on issues that affect them.

The group met for the first time only a month ago, but already it has won a victory by convincing Clackamas County officials to change their plans for a highway route connecting Estacada and Portland.

The Damascus Neighborhood Association has been dormant for more than 10 years but was "re-recognized" as a community planning organization last month by Clackamas County.

Chairwoman Susan Lester said she already has 200 members signed up. Her goal is to sign up everyone who is eligible and lives within the association's boundaries, the same boundaries as the Damascus School District.

With a recognized neighborhood association, Damascus will have a vehicle to influence decisions that will affect the community, Lester said.

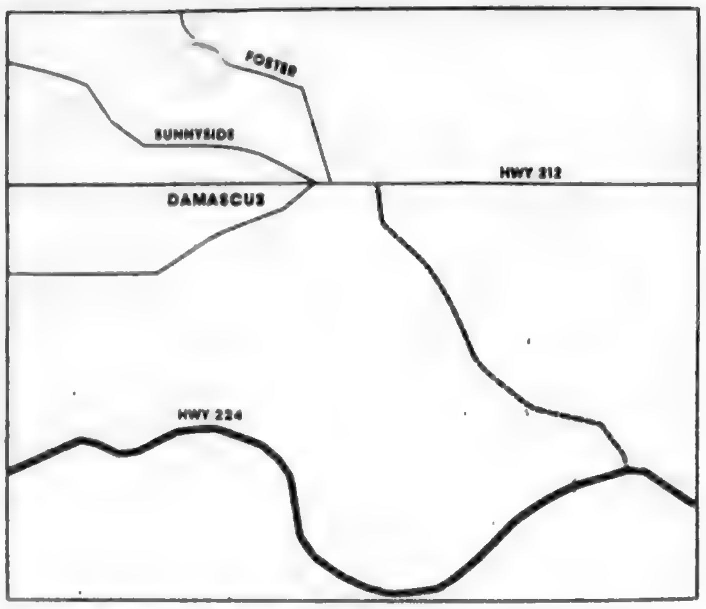
"The interests of Damascus have never been addressed. We had no presence," she said.

Since Damascus is a community and not a city, the citizens have not been asked for their input on important issues, Lester said.

The group will create "issue-oriented" task forces whenever a problem arises.

The association reorganized because of a proposal to Clackamas County by Estacada to do a study on turning Highway 212, including part of Royer Road, into a major route between Estacada and Portland. Lester and others who live along Royer Road opposed the idea, saying it would be inappropriate to run a busy highway through a rural neighborhood.

People who live along the road say not only would the proposal lower their property values, create a traffic problem and interfere with their peace, but also that the road is too hilly and curves too much for a highway.



Dotted line on map shows proposal to use Southeast Royer Road to link highways 212 and 224.

Lester and others in the group researched the subject and gained the support of county officials and state legislators. As a result, officials of Estacada and the county decided that the study should focus on Highway 224 as a link to Portland instead of Highway 212 and Royer Road.

Within three weeks after the group first met, the county presented an amended proposal at a second meeting.

Now that the group has apparently won that battle, it plans to become active in another transportation issue — the so-called "Sunrise Corridor" that would provide an east-west route between Boring and McLoughlin Boulevard in Milwaukie.

The state has completed a preliminary study on the project, which would cost from $100 to $200 million and which would not be started for at least seven years.

The highway would relieve traffic on Highway 212, which connects Boring, Damascus and Clackamas.

The Damascus Neighborhood Association has formed a standing committee to study transportation issues, and members of it will follow the engineering process and work on "making sure the decisions will be the best ones for Damascus," Lester said.

Another issue the group has identified as a possible project is the development and preservation of some equestrian and pedestrian trails in the area.

Melanie. You set the stage nicely: Send In The Clowns (plural) – but you opened the curtain only half way.

It's a TEAM we've come to know and enjoy throughout the summer and fall. Would you show Cagney without Lacey, the trick without the treat, yin without yang, ice cream without the chocolate sauce, or the cake without the frosting? Not knowingly, I'll bet.

Let's hear (see) it for the other (Halloween) clown on the west end of the bridge. She's Sandy, who with her friend and partner of twelve years has risen at three a.m. and commuted daily from Astoria to Tillamook; have together stood out in a lot of miserable wind, (10 hours on overtime days), and have waved, smiled, laughed, and carefully controlled the traffic flow over the bridge.

This pair of professional highway workers, (the State Inspector assigned to this job says unequivocally that they are the best flaggers in the state), has somehow learned – as a team – to handle with ultimate patience and good judgement what has to be high on the list of the most boring and tedious of jobs.

The interupted traffic flow which they monitor has been a real pain in the neck for many of the daily users of the bridge, and they know it. Yet, they have developed a relationship of friendliness, courtesy and fantastic good humor with the hundreds of folks whom they see daily, making the inconvenience much easier to handle.

So let's see a picture of the other half of the team, that we may salute both of our friendly clowns who have helped us to smile away the little glitch in our summer/fall bridge travel.

Hooray for Melanie and Sandy and thank you. When you are gone we will miss you and remember how you made the bridge project more palatable. Good luck to you in your future flagging! Love ya.

Gene and Peggy Martin
Netarts

Newport, OR
(Lincoln Co.) 11-4
News-Times

Prepare for battle

People concerned about the future of U.S. Highway 101 might want to be in Astoria on Nov. 17.

The Oregon Transportation Commission will meet there that day to discuss a study of the Coast Highway.

One of the primary purposes of the study is to determine how to improve Highway 101 to accommodate both tourists who want to enjoy the coastal scenery and travelers who want to get from Astoria to Brookings as quickly as the law allows.

Robert N. Bothman, director of the state Department of Transportation, expects the study will result in more passing lanes and more 4- and 5-lane sections along the route, particularly through towns.

For those interested in improvements to U.S. Highway 20, a hearing on the updated six-year highway improvement plan is expected in February or March. Bothman said the next improvement project in Lincoln County is not expected until 1990.

Right-of-way acquisition is about to start, but things may not be happening quickly enough to suit those who think improving Highway 20 is among the solutions to bolstering Lincoln County's economy.

We encourage those interested in highway improvements in Lincoln County to keep abreast of the meetings being held throughout the region. Those who go to them should be prepared to defend their reasons for moving Lincoln County projects higher on the state's priority list. You can bet representatives of other countie will be there with their documentation. To be successful,

---

Klamath Falls
(Klamath County) 11-19
Herald & News

Suicide Alley?

Well, whoppee-do!

Now that the Southside Bypass is completed, the people from Keno can scream into town unabated at 70 mph. I'm happy for them; now they can get into town 20 minutes faster.

What about the people who have to cross the bypass at the various intersections, particularly Washburn Way?

How many more people, young and old alike will be slaughtered before corrective action is taken?

I think a possible solution would be stricter enforcement of speed limits or changing the speed limit to 40 mph through congested intersections. Left-turn lanes at Washburn will help also.

In the meantime I propose the State Highway Division rename the bypass to "Suicide Alley."

Another area that needs a signal-controlled crosswalk is Washburn Way at Eberlein Street. With the number of senior citizens and young kids crossing to go to Fred Meyers, combined with blatant disregard of speed limits, tragedy is inevitable.

Randy Bray
6715 Eberlein St.

Hillsboro, OR
(Washington County) 11-10
Argus

Great asset

Washington County Chairman Bonnie Hays recommends (Argus of Oct. 6) the state forget trying to establish a "linear park" between Banks and Vernonia.

I live in Vernonia and we want this linear park.

It would be a great asset to both Columbia and Washington Counties.

The (old railroad) line is already there just ready to develop. Once it is in there shouldn't be much upkeep. The type of people who use these parks do not tear up and destroy.

I resent Hays saying dump this linear park and develop Hagg Lake, which also is a nice area, but for a different use.

SADIE R. MILLER
Vernonia

D. R. ADAMS

widening study released

The Oregon Department of Transportation and the Federal Highway Administration Oct. 27 released an environmental assessment for a proposed widening of Highway 101 (North Main Avenue) in north Tillamook.

The project would widen the highway from two to five lanes between Dougherty Slough and the Wilson River. There would be two lanes for traffic in each direction, plus a center left-turn-refuge lane, and curbs would be installed. Bridges over Dougherty and Hall sloughs would be replaced.

ODOT is considering three project alternatives. Alternative 1 would widen Highway 101 equally on both sides of the road, while Alternative 2 would shift the centerline about 10 feet to the east and widen the highway primarily on its east side. A "no-build" alternative also is considered.

Both "build" alternatives include an alignment which gradually shifts away from the existing centerline to a maximum of about 25 feet between Makinster Road and the Wilson River. The highway would be striped so the five-lane section tapers to two lanes at the south end of the bridge, avoiding impacts to the river.

Although replacement or modification of the 56-year-old Wilson River bridge isn't planned for the near future, the alignment would facilitate future improvements to the span. Proposed future improvements include bypassing the existing bridge or building a companion structure next to it.

The Wilson River bridge is eligible for inclusion in the National Register of Historic Places. It was the first concrete tied-arch bridge built in the United States.

The "build" alternatives include construction of a storm-drain system to collect water running off the highway and the adjacent right-of-way.

Alternative 2 is the preferred alternative, as it would avoid business and residence relocation on the west side of the highway. More right-of-way would be needed on the east side, but no building removal or major property improvement would be required.

A better alignment for future modification of the Wilson River crossing would result from Alternative 2 as well.

Estimated cost of the project is $2.8 million, which does not include estimated right-of-way costs of $450,000 for Alternative 1 and $300,000 for Alternative 2.

The state would need to obtain a flood-hazard development permit from the city of Tillamook. The permit would confirm that the project complies with policies and ordinances concerning floodplain areas.

Both the city and Tillamook County reviewed the project and confirmed that it complies with their comprehensive plans.

ODOT said no significant noise or air-pollution impacts, or impacts on endangered species of wildlife, from the widened highway were anticipated.

Because of frequent susceptibility to flooding in the project area, studies were taken to determine the impact construction would have on flooding patterns. The study concluded that unless precautionary measures are incorporated in the project, the higher, wider roadway could cause floodwaters to back up to a higher level east of the highway.

A proposed preferred solution would be to install a new Goodspeed Road culvert large enough to pass most of the water under the highway during minor floods. A drainage ditch now along the east side of the road would need to be relocated and enlarged, especially between Wilson River Loop and Goodspeed Road.

The proposal would involve some additional right-of-way acquisition, including the possible removal of one or more buildings at the Coastway Motel. Cooperation from local jurisdfictions also would be needed in improving the grade and capacity of the Goodspeed Road ditch to prevent increased flooding west of the highway.

Clatskanie, OR
(Columbia County) 11-12
Chief

State to Study Banks-Vernonia Linear Park

Oregon's Parks and Recreation Division of the Oregon Department of Transportation is advertising for consultants to conduct studies of three existing or proposed state parks, one of them the Banks-Vernonia Linear Park, it was announced this week.

That study will investigate development options for an abandoned railroad right-of-way between the two northwest Oregon communities.

Spokesmen for the Parks division, noted the study will determine whether the site should be developed as a continuous 21-mile trail system, be partially developed or be abandoned and disposed of.

It is anticipated the consultant will be chosen in early December by the division and a representative of local property owners. The study request requires the consultant to work with a citizen advisory board and hold at least one public meeting during the early stage of the study.

Deadline for study proposals is Nov. 13 and all phases of the study must be completed by June 1.

Results of the studies will be presented to the 1989 state legislature.

Tillamook, OR
(Tillamook County) 11-4
Headlight-Herald

That's our Paul

Recently we had occasion to attend an Oregon Legislative Emergency Board sub-committee meeting in Salem. We were there to show opposition to a linear state park proposal on an abandoned 21-mile railroad right of way between Banks and Vernonia. Not only the local private property owners whose land this goes through should be concerned, it is a costly project using all state taxpayers' money.

Not being advised of the agenda for the day we sat through more than four hours of discussion on other state matters before the board. This was not wasted time as we gained an insight into the workings of this committee.

We were impressed with your representative from District 3, Mr. Paul Hanneman. He left us with a feeling he was working for the people who had elected him. He searched for the facts, was not hesitant to take a stand and is definitely not a "yes" man. Those of us from District 1 who observed this meeting wish there were more like him in Salem and thank him for his concern.

Mr. & Mrs. Marvin O. Meyer
Vernonia

Klamath Falls
(Klamath County) 11-15
Herald & News

Misleading headline

Sunday's front page headline, "Southside Bypass takes another life," was misleading. The driver who ran the stop sign took his own life; the highway had nothing to do with it. In my opinion, the bypass is an answer to prayer for this town. I only regret that my recent move deprives me of its use on a regular basis.

People who have been complaining are either driving too fast or are not looking. I always slow down when approaching an intersection but must admit that flashing yellow warning lights would be beneficial to those who dream and drive (don't we all, at times?).

As for the TV call-in poll for Salt Caves, I tried for 10 minutes to get through and finally had to give up. How many were like me? I think the Herald and News should conduct a write-in poll to garner those who were frustrated. A simple coupon to mail in would determine once and for all who's for and who's against. Those who would make the effort to respond have strong opinions. "No opinion" wouldn't bother.

Marjorie Monroe
2136 Wantland Ave.

D. R. ADAMS

10171

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5
10171

DATE: November 5, 1987

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
The Dalles/California Hwy.-Washburn Way Section
Southside Bypass, Klamath County
Contract No. 10171

This federal-aid project is nearly complete and the costs are expected to exceed the present authorization by $516,100 or 7.9 percent.

The project is across lands with a high water table and unstable foundation materials. This required additional excavation, embankment, perforated drain pipe, geotextile fabric, which constituted the major reason for the overrun.

I recommend that the authorization be increased by $516,100, to a new total of $7,064,960.24. The increase is eligible for federal participation and this matter will be on the consent calendar for the November 17 meeting.

Approved by OTC on 11-17-87.

bc Robert N. Bothman
Fran Neavoll
Chuck Fredrickson
Doug Goldbach
Dale Allen
John Elliott
Andy Booz

11-19-87 .. Forwarded original attachments to Bruce Halton.

lw

CH:mk sl

Form 734-3122 (1-87)

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
10171

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 3, 1987

Charles F. Hemenway
For

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
The Dalles/California Hwy.-Washburn Way Section
Southside Bypass, Klamath County
Contract No. 10171

This federal-aid project is nearly complete and final costs are expected to exceed the present authorization by $516,100 or 7.9 percent.

Additional work was required in foundation type work. We had to place a cinder blanket at a cost of $150,584 over unstable foundation material in order to construct embankments. Also, additional embankment foundation excavation was necessary to reach suitable material. Excess excavation and embankment replacement with suitable material cost $69,609.

Additional steel piling was added to one structure end at a cost of $21,828. An addition of perforated drain pipe and overrun in geotextile fabric to correct foundation problems incurred a total cost of $278,399.18.

Revisions, changes and omissions from the contract plans on the structural items increased project costs by $52,600. Overrun paving items increased costs by $19,565. The need for additional culverts and drainage items added $68,666 to the project.

The overrun of general excavation, watering, delineators, temporary concrete barriers, flagging and aggregate base added $170,772. Errors and omissions in the plans resulted in issuance of 39 Price Agreements, 10 State Force Orders and 13 Extra Work Orders that resulted in additional costs.

There are sufficient funds available in this category of work and all increases are eligible for Federal participation. However, this may cause some adjustments in project scheduling.

I recommend that the authorization be increased by $516,100 to a new total of $7,064,960.24. This matter will be on the consent calendar for the November 17 Commission meeting. A rough draft letter to the Commission is enclosed for your consideration.

OBJ:mk

NOTED
W. E. SCHWARTZ

Attach.

cc: Dale Allen
B. M. Walton
R. Steyskal
Hank Wakerlig

RECEIVED
STATE HWY ENGR
NOV 4 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Oregon Department of Transportation
HIGHWAY DIVISION

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

PROJECT NAME (SECTION) The Dalles/California Hwy. - Washburn Way Section			CONTRACT NO. 10171
HIGHWAY FAS B319 (South Side Bypass)	COUNTY Klamath		DATE 9-10-87
CONTRACTOR F.E. Ward, Inc.	KIND OF WORK Grading, Paving Structures & Signing	CONTRACT WORK COMPLETED 92 %	ESTIMATED COMPLETION DATE October 1, 1987

		CURRENT AUTHORIZATION	CURRENT ESTIMATE	
CONTRACT AMOUNT		$5,529,097.50	$4,222,592.67	
ANTICIPATED ITEMS		$347,400.49	$361,208.16	
CONTINGENCY		$264,442.41	1,837,869.13 ~~$1,837,832.25~~	
ENGINEERING		$470,119.84	$710,000.00	
CREDITS		<$62,200.00>	<$66,709.72>	
TOTAL PROJECT COST		$6,548,860.24	7,064,960.24 ~~$7,064,923.36~~	
		ESTIMATED INCREASE $	516,100.00 ~~$516,063.12~~	7.9 %

LIST MAJOR OVERRUNS AND UNDERRUNS - Include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated (A) or unanticipated (U):	CURRENT ESTIMATED AMOUNT	AMOUNT OF CHANGE
See Attached		

PRINCIPAL REASONS FOR OVERRUNS (Continue on reverse side):

SUBMITTED BY PROJECT MANAGER RICHARD J. STEYSKAL, Project Manager	NOTED BY CONSTRUCTION ENGINEER
CONFIRMED BY REGION ENGINEER	NOTED BY STATE HIGHWAY ENGINEER

INSTRUCTIONS. Submit the original through Region to the Construction Section. Approved copies will be distributed by the Construction Section.

10.17

STATE OF OREGON **INTEROFFICE MEMO**

TO: JOHN ELLIOTT
PUBLIC RELATIONS

DATE: SEPTEMBER 16, 1987

FROM: RICHARD J. STEYSKAL
PROJECT MANAGER

SUBJECT: PROGRAM FORMAT
THE DALLES-CALIFORNIA HWY.-WASHBURN WAY SECTION
KLAMATH COUNTY

PROGRAM:

OPENING OF SOUTH SIDE BYPASS
MASTER OF CEREMONIES: STEVE MACNAB
REGION OPERATIONS ENGINEER
OREGON STATE HIGHWAY DIVISION
INTRODUCTION OF GUESTS
SPEAKERS: MIKE HOLLERN, CHAIRMAN, OREGON TRANSPORTATION COMMISSION
JIM ROGERS, KLAMATH COUNTY COMMISSIONER
BOB BOTHMAN, DIRECTOR, OREGON DEPARTMENT OF TRANSPORTATION
RIBBON CUTTING: JIM ROGERS, TED LINDOW, ROGER HAMILTON (COUNTY COMMISSIONERS) AND BOB BOTHMAN
REFRESHMENTS
TOUR OF THE BYPASS

* * * * * * * * * *

SEPTEMBER 24, 1987 10:00 A.M.
LOCATION: WEST END OF KLAMATH RIVER BRIDGE AT THE INTERSECTION OF SOUTH SIDE BYPASS AND MEMORIAL DRIVE

R. N. BOTHMAN

* * * * * * *

ADDITIONAL INFORMATION

THE SCOPE OF THE DALLES-CALIFORNIA HWY.-WASHBURN WAY PROJECT IS TO COMPLETE THE LINK FROM THE KLAMATH FALLS-MALIN HIGHWAY (ROUTE 39) TO THE DALLES-CALIFORNIA HIGHWAY (ROUTE 97).

THIS PROJECT complete ~~CONNECTS WITH~~ THE SOUTH SIDE BYPASS ~~CONSTRUCTED~~ BY KLAMATH COUNTY FROM ROUTE 39 TO WASHBURN WAY.

THE PROJECT PROVIDES A MORE DIRECT TRUCK ROUTE BETWEEN ROUTES 97, 39 AND 140 AT THE SOUTH SIDE OF THE CITY. THIS ROUTE WILL IMPROVE SERVICE TO THE DEVELOPING INDUSTRIAL AND TIMBER RELATED AREAS WHILE RELIEVING TRUCK TRAFFIC ON STREETS IN THE SOUTHERLY SIDE OF THE CITY AND GETTING THEM OFF MAIN STREET.

THE PROJECT INCLUDES GRADING, PAVING AND TWO ~~STRUCTURES~~ bridges (1/Expl RR) WITH AN ESTIMATED COST OF $8,680,000.[illegible]

10,171

August 13, 1987

CON 5 - #10,171

Patterson Construction, Inc.
1650 Owens Street
Klamath Falls, OR 97601-3473

Attention: Nileletta Patterson
Secretary-Treasurer

We have received a copy of your letter dated August 4, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY:	Patterson Construction, Inc.
AMOUNT:	$10,936.50 plus $656.19 interest
FOR:	Equipment rental
AGAINST (PRIME CONTRACTOR):	F. E. Ward, Inc.
SUBCONTRACTOR:	Fabricators, Inc.
CONTRACT NO.:	10,171
PROJECT:	The Dalles/California Highway-Washburn Way Section, FAS B319, Klamath County
SURETY:	Employers Insurance of Wausau

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2710 NE 78th Street
Vancouver, WA 98665

Employers Insurance
of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 SW Beaverton Hwy.
Suite 300
Beaverton, OR 97005

NOTED ON CARD
8-13-87cc

bc: Bryant Jackmond

FKN:cc

Patterson Construction, Inc.
General Contractor
•
PHONE 503 / 884-8890 • 1650 OWENS ST. • KLAMATH FALLS, OREGON 97601-3473

August 4, 1987

Secretary of State
Salem, Oregon 97310

To Secretary of State:

Notice is hereby given that the undersigned Patterson Construction, Inc. has a claim for equipment rental on a Raygo Vibratory Roller and a 613 Scraper furnished by Patterson Construction, Inc. in the sum of Ten Thousand Nine Hundred Thirty Six and 50/100 dollars ($10,936.50) which is the unpaid balance of equipment rental and the sum of Six Hundred Fifty Six and 19/100 dollars ($656.19) which is the interest due on the unpaid balance against the bond taken from F. E. Ward and Employers Insurance of Wausau for the work of South Side By-Pass Section Dalles - California Highway -- Washburn Way. Such equipment rental was supplied to Fabricators, Inc.

Respectfully,

Nileletta Patterson
Nileletta Patterson, Sec./Treas.
Patterson Construction, Inc.

NP/tc
cc: F. E. Ward, Prime Contractor
2710 North E 78th St.
Vancouver, WA 98665

Fabricators, Inc., Sub-Contractor
2705 Lancaster Drive
Salem, Oregon 97305

Employers Insurance of Wausau
9400 SW Beaverton Hwy. Suite 300
Beaverton, Oregon 97005

Department of Transportation
121 Transportation Bld.
Salem, Oregon 97310

RECEIVED
AUG -7 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,171

August 6, 1987

F. E. Ward, Inc.
2000 E. Columbia Way, #48C
Vancouver, WA 98661

CON 5
10171

Re: Time Extension Request
The Dalles/California Hwy.-Washburn Way
Contract No. 10171
FAP No. RS-B319(3)

Your request for additional contract time in which to complete the above subject project has been carefully reviewed. You have requested an additional 30 calendar days of contract time due to failure of the cofferdam at Bent 6 and the resultant seal work.

Your request for additional time for correction of the failed coffer dam is denied. The addition of the seal work to the contract warrants an extension of time of 20 calendar days, and that amount of additional contract time is granted. The adjusted time of completion of this contract is November 20, 1987.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc:	C. O. Fredrickson	
	Dale Allen	w/att.
	Richard Steyskal	w/att.
	FHWA	w/att.
	Bruce Walton	

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: July 13, 1987

FROM: Steve Macnab
Steve Macnab
Region 4 Operations Engineer

SUBJECT: Time Extension Request
The Dalles/California Hwy--Washburn Way Section
Contract #10,171

Attached is a request from F. E. Ward Contractors for a 30-day extension of time for problems associated with construction of Bent 6. Also enclosed is the review and recommendation of Richard Steyskal for granting 11 days for construction of the seal, only.

Region recommends that the contractor be granted 16 calendar days for the actual work period from December 29 through January 13 plus four days for the holiday shut down. This would be a total adjustment of 20 calendar days.

There are two elements to the footing construction. The first is failure of the coffer dam and the second is the construction of a seal. You may recall that we agreed to pay for construction of the seal as Extra Work. This has been done. Extra time for this construction is appropriate since Bent 6 is a critical path item.

We have not assumed responsibility for failure of the coffer dam. A claim for the cost of reconstructing it has been received and is being reviewed. Time, if any, for this item should be addressed as part of any future claim settlement.

If you have any questions relating to this submittal, please let me know.

8-5-87

W. E. Schwartz -

I concur with Region and recommend a 20 C.D. time extension.

SHM:br

Encl

CC: Richard Steyskal

CE ...... CAE J
COE ...... OM ......
OE ....
CA ....
CAM ....
EEO ....

RECEIVED
JUL 15 1987
CONSTRUCTION
SECTION

SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ....
QCS ....
FILE ....

10,171

July 30, 1987

CON 5 - 10,471

Steelman-Duff, Inc.,
A Corporation of Washington
1490 Fair Street
Clarkston, WA 99403

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,471 for work on the Trout Creek-Enterprise Section of the Wallowa Lake Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Fran Neavoll
COMMISSION SERVICES

slp
Enclosure
cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Mike Gander
Robert Hector
Ron Reisdorf

R. A. DAVIS
Director

STATE OF WASHINGTON
DEPARTMENT OF LABOR AND INDUSTRIES
General Administration Building • Olympia, Washington 98504-0631

July 24, 1987

State of Oregon
Workers' Compensation Department
Compliance Division
Registration Section
Labor and Industries Building
Salem, OR 97310

ACCOUNT ID: 484,038-00
Steelman-Duff, Inc.

Dear Sir or Madam:

The enclosed Certificate No. OR870724 granting extraterritorial coverage confirms that the above employer is contributing to our Accident and Medical Aid Funds and is operating in compliance with the provisions of the Washington Workers' Compensation Act.

Please acknowledge such coverage by sending a copy of the certificate to the firm's address as listed.

Very truly yours,

Larry Fair

Larry Fair
Supervisor, Underwriting

U3:44.bf101.1
Enclosure

COPY

cc to

Department of Transportation
Highway Division
121 Transportation Blvd.
Salem, OR 97310
Attn: Sandi

RECEIVED
JUL 27 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFICATE
OF
WORKERS' COMPENSATION INSURANCE

Issued to	**Certificate No.**
Oregon	OR870724

Name & Address of Employer

Steelman-Duff, Inc.
1490 Fair Street
Clarkston, WA 99403

ACCOUNT ID: 484,038-00

THIS IS TO CERTIFY THAT:

The above employer has secured Industrial Insurance coverage with this Department covering his/her business in the State of Washington. Washington employees of this employer are entitled to benefits under the Washington Industrial Insurance Act for injury and occupational disease sustained in the course of employment.

Extraterritorial coverage is hereby extended to the Washington employees of this employer who, incidental to their Washington employment, may be working temporarily within the boundaries of the State of Oregon in accordance with the agreement of reciprocity.

This coverage will remain in effect as long as the employer continues to be subject to the Washington Workers' Compensation Act

Dated at Olympia, Washington, this 24th day of July, 1987.

DEPARTMENT OF LABOR AND INDUSTRIES

Larry Fair

By: Larry Fair
Supervisor, Underwriting

U1A:44.bf99.1
cc to

Department of Transportation
Highway Division
121 Transportation Blvd.
Salem, OR 97310
Attn: Sandi

RECEIVED
JUL 27 1987
COMMISSIO SERVICES
DEPARTMENT OF TRANSPORTATION

STEELMAN-DUFF, INC. A CORPORATION OF WASHINGTON

GENERAL CONTRACTORS

RAILROAD GRADING
HEAVY CONSTRUCTION
ROAD WORK – GRADING, EXCAVATING
HEAVY EQUIPMENT RENTALS

1490 FAIR
CLARKSTON, WASH. 99403
Telephone 509-758-3357

STEELI*153D6

July 17, 1987

Department Of Transportation
Highway Division
TRansportation Building
Salem, Oregon 97310

RE: TROUT CREEK-ENTERPRISE
CONTRACT no. 10471
FILE No. CON 5

Gentlemen,

Please find enclosed two contracts on subject project fully executed by this office, including insurance certification.

Please return one contract to us after execution by the proper officials.

Should there be questions please call our office.

Thank you and we remain.

Very truly yours,

Steelman-Duff, Inc. A Corporation Of Washington

Carmonetta Cox

Carmonetta Cox
Secretary/Treasurer

RECEIVED
JUL 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STEELMAN-DUFF, INC. A CORPORATION OF WASHINGTON

GENERAL CONTRACTORS

RAILROAD GRADING
HEAVY CONSTRUCTION
ROAD WORK – GRADING, EXCAVATING
HEAVY EQUIPMENT RENTALS

1490 FAIR
CLARKSTON, WASH. 99403
Telephone 509-758-3357

June 12,1987

Office of Commission Services
Room 121
State Transportation Building
Salem, Or. 97310-1354

RE: June 11,1987 Bid Opening
Troutcreek-Enterprise
Wallowa Lake Highway
Wallowa County

Gentlemen;

This letter is written as per proposal requirements under Section 6 of Supplemental Required Contract Provisions DBE/MBE/WBE. This letter on 6/12/87 is revised in accordance with instructions from Kathy Williams of your office from our 6/11/87 letter.

Our proposal reflected that we would subcontract 6.8% to DBE Firms and 3.2% to WBE Firms.

Our DBE firms with items and amount of work are as follows:

1. Marcon, Inc.
   P.O. Box 1411
   Lewiston, Id. 83501

Bid Item #17, General Excavation Drill and Shoot only.	$104,212.38
Bid Item #21, 1" Aggregate Base Drill and Shoot only.	$ 46,968.96
Total Subcontract	$151,181.34

2. TPT Services, Inc.
   250 S.W. Tualatin Loop
   West Linn, Or. 97068

Bid Item #76, Membrane Water-Proofing	$2,800.95
Total Subcontract	$2,800.95

Summary of DBE Firms:

1. Marcon, Inc.	$151,181.34
2. TPT Services, Inc.	$ 2,800.95
Total DBE Subcontracts	$153,982.29

$153,982.29 divided by $2,257,609.28= 6.8%

RECEIVED
JUN 15 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cont. on page 2

STEELMAN-DUFF, INC. A CORPORATION OF WASHINGTON

RAILROAD GRADING
HEAVY CONSTRUCTION
ROAD WORK — GRADING, EXCAVATING
HEAVY EQUIPMENT RENTALS

GENERAL CONTRACTORS

1490 FAIR
CLARKSTON, WASH. 99403
Telephone 509-758-3357

June 12,1987

Office of Commission Services

Our WBE Firms with items and amount of work are as follows:

1. Her Construction Company
P.O. Box 3607
Central Point, Or. 97502

Bid Item # 5, Temporary Guardrail	$21,175.00
Bid Item #37, Guardrail, Type 2A	$34,104.00
Bid Item #38, Guardrail, Type 3	$ 1,450.00
Bid Item #39, Guardrail Transition	$ 1,500.00
Bid Item #40, Guardrail Anchors, Type 1	$ 1,750.00
Bid Item #41, Guardrail Anchors, Type 1 Mod.	$ 1,750.00
Bid Item #42, Rail End Pieces, Type B	$ 300.00
Bid Item #43, Rail End Pieces, Type C	$ 375.00
Bid Item #75, Metal Rail with Tubing	$ 4,520.00
Total Subcontract	$66,924.00

2. Kwik-Way Erosion Control Co.,Inc.
17365 S. Beckman Road
Oregon City, Or, 97045

Bid Item #65, Seeding, Fertilizing and Mulching	$ 6,080.00
Total Subcontract	$ 6,080.00

Summary of WBE Firms:

1. Her Const. Co.	$66,924.00
2. Kwik-Way Erosion	$ 6,080.00
Total WBE Subcontracts	$73,004.00

$73,004.00 divided by $2,257,509.28= 3.2%.

WE trust this is satisfactory and if additional information is desired, please contact us. Thank you and we remain;

Very truly yours

Steelman-Duff,Inc. a Corp. of Wash.

W. L. Van Zante
Vice President

RECEIVED
JUN 15 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WLV/fp

STEELMAN-DUFF, INC. A CORPORATION OF WASHINGTON.

RAILROAD GRADING
HEAVY CONSTRUCTION
ROAD WORK – GRADING, EXCAVATING
HEAVY EQUIPMENT RENTALS

GENERAL CONTRACTORS

1490 FAIR
CLARKSTON, WASH. 99403
Telephone 509-758-3357

June 11, 1987

Office of Commission Services
Room 121
State Transportation Building
Salem, Or. 97310-1354

RE: June 11, 1987 Bid Opening
Troutcreek- Enterprise
Wallowa Lake Highway
Wallowa County

Gentlemen;

This letter is written as per proposal requirements under Section 6 of Supplemental Required Contract Provisions DBE/MBE/WBE.

Our proposal reflected that we would subcontract 7.0% to DBE firms and 2.9% to WBE firms.

Our DBE firms with items and amount of work are as follows.

1. Marcon, Inc.
P.O. Box 1411
Lewiston, Id. 83501

Bid item #17, General Excavation Drill and Shoot only;	$104,212.38
Bid Item #21, 1" Aggregate Base Drill and Shoot only	$ 46,968.96
Total Subcontract	$151,181.34

2. Kwik-Way Erosion Control Co., Inc.
17365 S. Beckman Road
Oregon City, Or. 97045

Bid Item #65, Seeding, Fertilizing and Mulching.	$6080.00
Total Subcontract	$6080.00

RECEIVED
JUN 15 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cont. on page 2

June 11,1987

Office of Commission Services.

3. TPT Services, Inc.
250 S.W. Tualatin Loop
West Linn, Or. 97068

Bid Item #76 Membrane Water-Proofing	$2,800.95
Total Subcontract	$2,800.95

Summary of DBE Firms:

1. Marcon, Inc.	$151,181.34
2. Kwik-Way Erosion	$ 6,080.00
3. TPT Services, Inc.	$ 2,800.95
Total DBE Subcontracts	$160,062.29

$160,062.29 divided by $2,257,509.28= 7.0%.

Our WBE Firm with items and amount of work are as follows:

1. Her Construction Company
P.O. Box 3607
Central Point, Or. 97502

Bid Item # 5, Temporary Guardrail	$ 21,175.00
Bid Item #37, Guardrail, Type 2A	$ 34,104.00
Bid Item #38, Guardrail, Type 3	$ 1,450.00
Bid Item #39, Guardrail Transition	$ 1,500.00
Bid Item #40, Guardrail Anchors, Type 1	$ 1,750.00
Bid Item #41, Guardrail Anchors, Type 1 Mod.	$ 1,750.00
Bid Item #42, Rail End Pieces, Type B	$ 300.00
Bid Item #43, Rail End Pieces, Type C	$ 375.00
Bid Item #75, Metal Rail with Tubing	$ 4,520.00
Total Subcontract	$ 66,924.00

$66,924.00 divided by $2,257,509.28= 2.9%.

We trust this is satisfactory and if additional information is desired, please contact us. Thank you and we remain.

Very truly yours,

Steelman-Duff,Inc. A Corporation of Wash.

W. L. Van Zante
Vice President

RECEIVED
JUN 15 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WLV/fp

10,171

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUL 6 '87
REFER TO
In Reply Refer To
File No.

5

CON 5
10171

DATE: July 2, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Kathleen A. Williams

FROM: Kathleen A. Williams
EEO, MBE & Labor Compliance Specialist

SUBJECT: The Dalles/California Hwy.-Washburn Way
FAP No. RS-B319(3)
Contract No. 10171
Follow-Up Compliance Review

F. E. Ward, Inc., the prime contractor on the above project, was initially reviewed on September 17, 1986. As a result of the deficiencies found during that review, the contractor agreed to submit a Voluntary Corrective Action Plan to address those deficiencies. The Voluntary Corrective Action Plan was approved on October 23, 1986.

On June 9, 1987, a follow-up review was conducted to address the Voluntary Corrective Action Plan approved by the State. The deficiencies cited by the State and committed to correction by the contractor include:

1. Specific efforts to employ minorities and females are not being made for specific job opportunities.

2. Referral sources are not being used.

3. Minority goals are not being met in the Operator, Piledriver and Cement Mason crafts, and female goals in the Operator, Carpenter, Cement Mason and Piledriver crafts.

4. Documented good faith efforts to employ minorities and females are not available.

The follow-up review was held in the Project Manager's office in Klamath Falls. The following corrective actions have occurred during the corrective action review period from October 1, 1986 through April 30, 1987 (the contractor's work force was not on the job site during January, February and March):

1. During the follow-up review period, the contractor made specific efforts to employ minorities and females in specific job opportunities.

Form 734-3122 (1-87)

In recruiting for a bridge carpenter, contacts were made with:

- The Tacoma Urban League,
- PTS Business Development Center,
- Oregon State Employment Division Office in Klamath Falls,
- Associated General Contractors,
- Portland Urban League,
- Urban Indian Council,
- Access Enterprises, Inc.,
- Sam Brooks and Associates,
- The Confederated Tribes of Umatilla Indian Reservation,
- Oregon Human Development Corporation.

The contractor indicated that no follow-up contacts were made with the last six organizations listed. The contractor did provide our staff with copies of documented telephone conversations with the other organizations listed and with a follow-up letter from PTS Business Development Center. The contractor's recruitment efforts were also verified by our office in a telephone conversation with PTS Business Development Center. However, these contacts did not result in the placement of a minority or a female in this position.

A notice was also posted at the jobsite to encourage current employees to notify the contractor of any minorities or females who may be available for future job openings.

2. The contractor used the resources listed above in an effort to achieve goals and to demonstrate good faith efforts.

3. During the initial review, there was found to be no minority participation in the Operator, Piledriver and Cement Mason crafts and no female participation in the Operator, Carpenter, Cement Mason, and Piledriver crafts.

   The follow-up review revealed the following minority and female participation for the corrective action period:

CRAFT	TOTAL WORK HOURS	MINORITY PERCENT	FEMALE PERCENT
Operator	963	0%	0%
Laborer	632	42.41%	57.59%
Cement Mason	63	82.54%	---
Carpenter	1,761	5.96%	---
Pilebuck	1,693	---	---

During the follow-up review period, the contractor had two new hire opportunities. A Caucasian female was hired as a flagger on April 29, 1987. A Caucasian male was hired as a Carpenter on April 27, 1987. Before the male carpenter was hired, the contractor made documented good faith efforts to recruit a minority or female bridge carpenter. These efforts were verified by reviewing the documents submitted by the contractor and by calling PTS Business Development Center. The female flagger was referred to F. E. Ward, Inc. by another contractor with whom she had previously worked.

In April the contractor recalled three employees who were laid off during the winter - two Caucasian female flaggers and one Hispanic carpenter.

David Gonzales, the Hispanic carpenter, and the three female flaggers were observed working on the project the day of the follow-up review. The employment of these individuals was also verified by reviewing the payrolls in the Project Manager's office.

4. During the follow-up review period, the contractor maintained thorough records of all contacts made in an effort to recruit minority and female employees.

While reviewing the CC-257's and the payrolls during this follow-up review, it was discovered that David Gonzales, the carpenter trainee, had completed the training hours outlined in his on-the-job training plan. The contractor was instructed to pay Mr. Gonzales at the Journeyman Carpenter rate retroactive to the date his training program was completed. The Project Manager's office was also instructed to maintain accurate records of all trainee hours for monitoring purposes.

The second on-the-job training position on this project is a laborer position. In discussions at this follow-up review, it was learned that Margaret Sutfin is only receiving training as a flagger. It was brought to the contractor's attention that the training Ms Sutfin is receiving does not adequately address the training plan originally approved for this position and that additional training other than flagging must be made available in order for the contractor to receive on-the-job training reimbursement.

The contractor's portion of this contract will be completed by the end of June. The remainder of the work will be completed by subcontractors. The project is scheduled for completion by October 31, 1987.

The following individuals were present at this review:

Kandis J. McDonald, OSHD Project Manager's Office
Richard J. Steyskal, OSHD Project Manager
James K. Calhoun, Superintendent, F. E. Ward, Inc.
Jim Tyvand, F. E. Ward, Inc.
Lisa Bolliger, OSHD Contract Compliance
John Stucky, OSHD Ass't. Project Manager
Kathy Williams, OSHD Contract Compliance

Based on the fact that F. E. Ward, Inc.'s portion of this contract is completed and no further hiring opportunities are anticipated, the contractor is found to be in compliance with the equal employment opportunity requirements of this contract and is being so notified.

In order to ensure continued compliance, it was the intention of our office to conduct a compliance review of this contractor on the Columbia River (Interstate) Bridge project [IR-5-6(124)307] which was awarded to them in January 1987. However, a compliance review was conducted by OFCCP on this project this spring. The contractor was found in compliance at that review.

Our office will conduct a review of F. E. Ward, Inc. when they are awarded future highway construction contracts.

KAW:mk

cc: W. E. Schwartz
C. O. Fredrickson

06236m

bi cc: OSHD (Rulien) (Lucht)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 4	COUNTY Klamath	DIVISION Oregon

IN COMPANY WITH R. Steyskal and J. Stucky, F. Lucht; ODOT

DATE OF INSPECTION 6-11-87	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. RS-B319(3)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 77	WORK COMPLETED 77

RECEIVED
STATE HWY ENGR
JUL 6 '87
REFER TO Fredrickson
FOR
Info Inves R/D [illegible]

7/9

The Dalles California Highway
Washburn Way Section
(Structures Reported Only)

BNRR/Klamath River (Bridge # 16333)

1. Completed work - The slab has been poured and rail steel is in place.

2. No work in progress.

3. Changes - Details of the expansion joint were not complete and the contractor requested and was granted a joint location change from bent 4 to 5. The details for the block out were not complete and the deck pour mistakenly extended into the joint area. This misplaced concrete was removed by EWO for about $13,000. This work was necessary and is an acceptable cost.

   At Bent 8 the circular pier was designed to extend to the cap top. However no clean out area would be available and the section was changed to allow for this area at no cost.

   The earthquake restraint rods were designed too short and an EWO was issued for $900 to correct the detailing. This change was necessary and acceptable.

   At Bent 6 the cofferdam cell blew because it did not have a designed seal. This was not a responsibilty of the contract and an adjustment is being studied.

SPRR O'xing (BR No. 16334)

1. Completed work - The deck is poured and all forms are stripped.

2. Work in progress - Two men are working on the rail pour.

3. Comments. The prestress slab has raised much more than anticipated (2 1/4 "). This is because these slabs are over one year old and the camber has continued to increase (the Project Manager will determine how much this is). The AC wearing surface will be much deeper at the bents to smooth out the grade.

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

.jc
10,171

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 4-23-87

4. PROGRAM NO.

5. ITEM NO. 50249

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
APR 24 '87
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/27

7. DATE AUTHORIZATION EFFECTIVE December 1, 1985

8. FEDERAL ROUTE NUMBER FAS B319

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
The Dalles/California Hwy - Washburn Way Section

11. GENERAL DESCRIPTION OF WORK
Extensive redesign work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/1/85 as requested in Mr. Fredrickson's letter of 4/8/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 17 is approved to a TEC of $30,000; Federal Funds $26,445.

14. DATE 4/23/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
HWY ENGR
MAR 31 '87
REFER TO
Fredrickson

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Klamath	DIVISION Oregon

IN COMPANY WITH
Richard Steyskal and John Stucky; OSHD

DATE OF INSPECTION 3/5/87	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. RS-B319(3)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 45 %	WORK COMPLETED 60 %

NOTED
F. SCHWAR

THE DALLES - CALIFORNIA HIGHWAY - WASHBURN HIGHWAY
FAS B319 (SO. SIDE BYPASS) HIGHWAY
Grading, Paving, Structures & Signing

Traffic control was observed and judged satisfactory. Several barricades had been blown over by extremely high winds the night before the inspection and the project manager had already taken steps to get them re-situated. At the time of this inspection all of the construction activity was occurring on new alignment with no traffic.

It appears the contractor is on schedule at this time; however, there is concern about completing the pavement structure on time. At the time of this inspection the contractor had not selected his aggregate source and was vascillating between several options. Later, on March 25, the project manager advised that the contractor has selected the Flowers Pit for his base rock and the Long Lake Quarry for the AC aggregate. Four sources had been tested for the qualification tests at the contractor's request. The contractor had been charged for the qualification testing on two of these sources.

The State is currently considering the contractor's request to designate the Flowers Pit a commercial source. Previously the State had determined that the Long Lake Quarry was not a commercial source; however, additional information has been promised from the contractor to reconsider that determination. This project will require about 140,000 tons of crushed aggregate. The AC rock will have to be treated with lime.

The project manager pointed out two crushed culverts. The contractor's equipment running over the culverts on the subgrade apparently broke through and damaged two culverts that will have to be repaired by the contractor.

At the time of the inspection there was no grading work being performed. Grading is about 90% complete. The contractor was working on the bridge, which is about 3/4 complete.

- TPL -

Form **FHWA-1446A**
(Rev. 2-84)

10 171

N

STATE OF OREGON **INTEROFFICE MEMO**

TO: Roger D. Trygstad, P.E.
Railroad & Utility Engineer

DATE: October 15, 1986

FROM: Richard J. Steyskal
Project Manager

SUBJECT: Agreement Klamath Irrigation District
The Dalles-California Hwy.-Washburn Way Section
FAS-B319 (South Side Bypass)
Contract: ~~10,717~~ 10 171
Klamath County

Misc C & A 8970

MISC. CONTRACTS and
AGREEMENTS No. 8970

Submitted herewith is two (2) copies of the signed agreement with Klamath Irrigation District.

11-7-86
noted in
agree book

cc: Macnab
File

RECEIVED
OCT 17 1986
RR & UTILITY UNIT

Gen. Files w/ Orig Agreement

81-125-1387

jc cc: OSHD (R ien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Klamath	DIVISION Oregon
IN COMPANY WITH R. Steyskal, John Stucky and Steve Macnab; OSHD			
DATE OF INSPECTION Oct. 9,10, 1986	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. RS-B319(3)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 33 %	WORK COMPLETED 49 %

RECEIVED
STATE HWY ENGR
NOV 17 '86
REFER TO Fredrickson
FOR

Orig. to 11/17

Chuck - note page 2

NOTED
W. E. SCHWARTZ

THE DALLES - CALIFORNIA HWY - WASHBURN HWY
FAS B 319 (SO. SIDE BY-PASS) HWY
Grading, Paving, Structures & Signing

Traffic control was observed and judged satisfactory. The work is being performed on new alignment with only very light conflict to local traffic.

The contractor was excavating material in the cut at Station 180. Free water is being encountered near the bottom of this cut which may be a perched water table. The project manager will continue to monitor the water in this cut to determine if perforated pipe and French drains will be required. If the subgrade remains saturated it may be necessary to use some lime stabilization in this area.

The excavation from Station 180 was being used to construct embankment near the bridge Station 134. The excavated material is diatomaceous earth. The material has a dry unit weight of approximately 40 pounds per cubic foot and has a water content over 100%. Numerous proctor results and compaction test results were reviewed. The compaction test results indicate compaction between 91 and 98 percent. In reviewing the proctors it was evident that as the percent of diatomaceous earth increases the unit weight of the material decreases. Also the optimum moisture increases. At a maximum density of 62 pounds per cubic foot the otpimum moisture is about 55 percent and at a maximum density of 38 pounds per cubic foot the optimum moisture is 110 percent. Also the proctor curve gets very flat as the unit weight decreases, i.e., the percent of diatomaceous earth increases. Although this is very unusual material to work with it appears from the test results in previous sections that have had time to set up, that the resulting embankment will be very sound.

I have reviewed the field tests of the plastic Portland cement concrete and the concrete cylinder breaks for the deck pour of spans 1 and 2 on September 30 and October 2, 1986 respectively. The mix design called for 1 1/2 inch minus rock and the contractor used a 5 inch pump. Also, the contractor used Class F Flyash at a 1.25 to 1 replacement ratio. This was Class 4000 concrete (7 sack mix). Also, Master Builders posselith type 322N-MBAE was used. The water cement ratio varied between .34 and .37 on six cylinders. The slump was 4 1/2 inch to 5 3/4 inch. Seven day cylinder breaks ran from 3340 to 5000 PSI. The contractor used a trial batch of the Class 4000 deck concrete with flyash in an earlier footing on September 5, 1986. The water cement ratio was .34, slump 4 1/2 inches, air 5% and the strengths are as follows;

7 day cylinder breaks - 3430 psi

14 day cylinder breaks - 3970 psi

28 day cylinder breaks - 5010 psi

28 day cylinder breaks - 4620 psi

The 60 day cylinder breaks were not avilable at the time of this inspection.

Usually the contractor is allowed the optional use of flyash as an economy measure. However, in this contract the contractor was required to use 15% flyash. The Division Office Bridge Engineer confirmed that this unusual requirement was due to the history of highly reactive aggregates in the Klamath Falls area.

The project manager discussed a DBE situation in which the DBE contractor, Valley Truck & Contracting Inc. subcontracted the installation of culvert pipes. The project manager said he did not have a copy of the approved DBE plan, however, the subcontract, which he does have indicates that the DBE is responsible for performing only a part of the culvert installation. The materials invoices show that the prime contractor is purchasing the culvert. Project personnel have observed the DBE subcontractor using some of the prime's equipment. This all may be in accordance with the approved DBE plan, however the project manager has no way of knowing or checking that. I have discussed this situation with John Price in the Division Office who will check with the State concerning their normal procedure in advising project managers of the approved DBE plans for their administation of the contract.

- TPL -

10.71 N

```
*****************************************************************
* DELIVER TO: W    . SCHWARTZ                                   *
*                                                               *
*                                                               *
* ORIGINAL                                                      *
* SENT:          09/29/86  TIME: 14:40                          *
* FROM:          REGION 4 HWY                                   *
* SUBJECT:       EMULSIFIED ASPH. CONC. PAVEMEN                 *
* PRINT DATE:    09/29/86  TIME: 14:40                          *
*                                                               *
*****************************************************************
```

STATE OF OREGON INTEROFFICE MEMO

TO: Richard Steyskal
Project Manager

September 29, 1986

FROM: Steve Macnab
Region 4 Operations Engineer

RE: Emulsified Asphalt Concrete Pavement
The Dalles\Calif Hwy--Washburn Way

NOTED
W. E. SCHWARTZ

Per our discussion this morning, please notify the Contractor that we are withdrawing our proposal to construct EAC pavement under change order. We will stay with surfacing design per contract.

SHM:br

CC: C. O. Fredrickson
W. E. Schwartz

jc

U. S. DEPARTMENT OF TRANSPC ION
FEDERAL HIGHWAY ADMINIS RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. Rs-111

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 24, 1986

8. FEDERAL ROUTE NUMBER FAS B319

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Washburn Way - Green Springs Jct. Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/18/86 we approve the revised Preliminary Engineering costs to a TEC of $472,140; Federal Funds $405,096.

(Increase TEC $14,990; Federal Funds $12,861)

14. DATE 9/26/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: September 18, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. RS-111
Project No. RS-B319(1)
Washburn Way - Green Springs Jct. Section
Klamath County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorizations as indicated below.

Significant increases occur under activities 900 (Project Engineering Field Office), and 905 (Final Design) due to the additional work required to revise the alignment to avoid an archaeological sensitive area. The increase in activity 927 (Free Bridge Design) has been offset by the reduction in activity 903 (Final Design Bridge). Various other activities have either increased or decreased slightly to reflect actual costs.

This is the final request for this project.

The total preliminary engineering costs are $472,140.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul D. Singer
Region 3

Form 734-3122

STATE COPY

jc cc OSHD (Rulien)
OSHD (R. Steyskal) Reg 4

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon

IN COMPANY WITH
R. Steyskal, J. Bellin, Tutle, & Lulay; OSHD

DATE OF INSPECTION 7-23-86	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. RSB-319(3)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED %	WORK COMPLETED %

HWY ENGR
AUG 4 '86

NOTED by Fredrickson
W. E. SCHWARTZ
8/8

BNRR & KLAMATH RIVER O'XING
SPRR O'XING
THE DALLES/CALIF. HWY - WASHBURN WAY SECT.
(SOUTH SIDE BYPASS)
KLAMATH COUNTY

Contractor	F. E. Ward
Date of Award	12/27/85
Completion Date	10/31/87
Contract No.	10171
Contract Amount	$5,529,097.50

The work involves the grading, paving, structure and signing in the southwest quadrant just outside of the Klamath Falls city limit.

This project includes 225,700 cy of embankment in place, 106,000 tons aggregate base, 21,500 tons Class B asphalt, a 950' long Bulb T precast prestressed bridge over the Klamath River and the BNRR, and a 180' long prestressed slab bridge over the SPRR.

The project was reviewed because of the diatomaceous silt fill used for the S approaches and the bridge abutment placed on this material for the SPRR O'xing structure. Only the structure work will be reported.

1. **Completed Work**

BNRR & Klamath River Structure

Bent 1 - Piles are driven and the footing has been poured. The approach fill is in place.

Bent 2 - The hammerhead pier has been stripped.

Bent 3 - The hammerhead pier has just been poured.

Bent 4 - The cofferdam is in place and excavated and the footing formed.

SPRR O'Xing

Approaches are in place.

Bent 1 - The concrete backwall is poured and forms stripped.

Bents 2 & 3 - Complete

Bent 4 - The footing is poured and the backwall formed, and reinforcement is in place.

2. Work in Progress

BNRR & Klamath River

Two men and a crane are constructing the contractor's trestle access to Pier 5.

SPRR O'Xing

Two men are tying reinforcement in Bent 4.

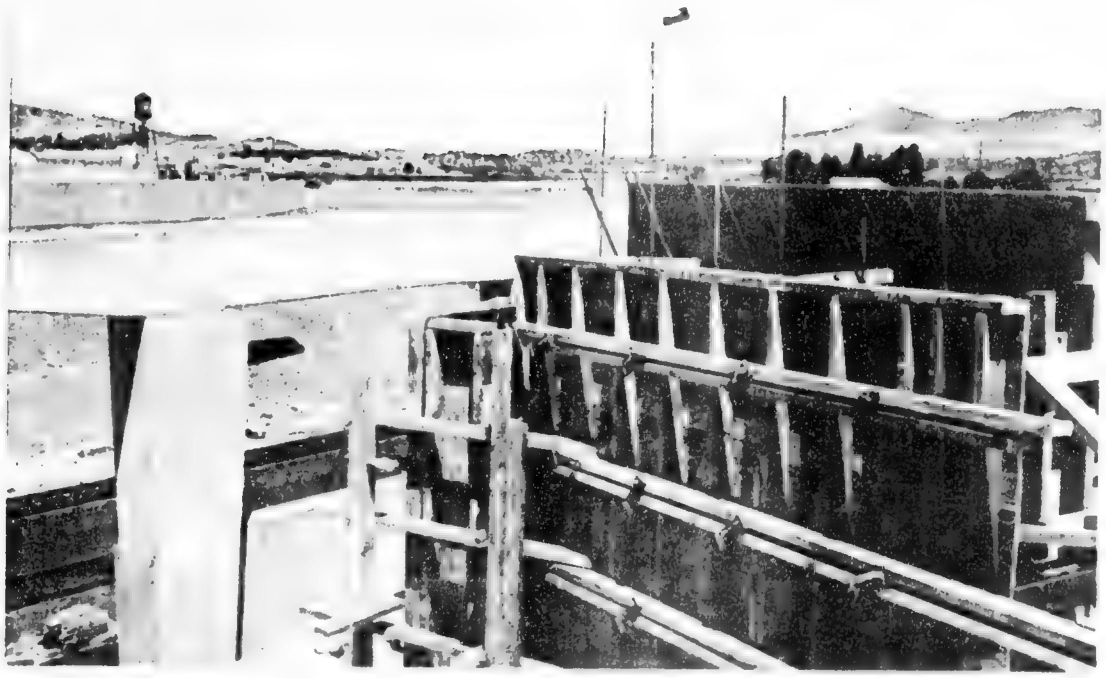
3. Comments

BNRR & Klamath River Structure

The sheet piles driven at the river pier penetrated about 8-10' into the stream bottom into the diatomaceous silts. This type of silt weighs about 43.5#/cf dried and will initially float in water when first excavated. It shrinks about 7% ± when compacted. The material comes out of the cut above water at about 90% moisture. There is very little leakage in the cofferdam and no "blow" holes or other problems in the bottom of the footing. A seal is not needed and the footing surface which is covered with a thin layer of coarse rock is virtually dry. Work on the other bents is progressing well. Piles for Bent 1 penetrated as per plan to below elevation 4070 (averaged about elevation 4060). All were driven to 70 tons ENR indicating bearing.

SPRR O'Xing

The east fill of this structure was made with a diatomaceous silt. It appeared to "roll" with several passes of the scraper and did not look adequate for the O'xing footing. Driven piles HP 10" X 57 were substituted for the footing and the results are acceptable. (About 26' penetration was obtained.) About 10' through the compacted fill and 16' into original ground. About 90 ton indicated (ENR) bearing was obtained. Piles were driven with a Mitsubishi MH 15 Diesel Hammer with an energy of 28,100 ft.lbs. The western approach fill was made of (70% rock) materials from the project cut and a spread footing as per O'Xing plan was used in the construction.



SPRR O'Xing

BNRR & Klamath River Crossing

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

April 28, 1986
IN REPLY REFER TO
HBR-OR

RECEIVED
STATE HWY ENGR
APR 29 '86
REFER TO Sullivan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

WGS
TAA to
Orig
5/1

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project RS-B3193
The Dalles-California Hwy - Washburn
Aggregate for Concrete

We have reviewed the summarized sand testing information submitted by letter dated April 24, 1986 signed Mr. Anthony George of the Materials Laboratory. The testing involved the qualification tests for the sands in the Grants Pass (Moore Bar), Medford (Barlow Bar) and Klamath Falls (Rocky Point) pits. The four tests (organic, % absorption, sand equivalent, Na^2 So 4) gave a good picture of sand for normal concrete use but they do not address specifically the reactive aggregates that have been found in the Klamath Falls area.

We believe all of this material, with the exception of the Brown Pit is acceptable for unlimited use. This is because according to your laboratory people, other pits have been checked for possible reactive aggregates. The Brown Pit shows the percentage of absorption is borderline but is considered adequate for all substructure work. Prior to use in the superstructure, we believe the harmful materials and the alkali reactivity should be checked.

Please perform such tests for chalcedonic cherts and/or dolomite limestones or other deleterious material and determine if the aggregate is alkali reactive.

Sincerely yours,

For
Dale E. Wilken
Division Administrator

cc:
OSHD (J. Sullivan, Mtls)
OSHD (R. Steyskal, Region 4)
OSHD (S. MacNab, Region 4)
OSHD (W. Hart, Bridge)
OSHD (G. Potter, Program)

10,171

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bob Gormsen
Commission Services

DATE: April 3, 1986

FROM:
Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT:
Private Roadway and
Crossing Agreement
The Dalles/California
Highway-Washburn Way Section
South Side Bypass
Klamath County
ODOT Agreement No. RR-1193
Contract No. 10171

RAILROAD COMPANIES
FILE No. 1193

Attached is the State's fully executed copy of the subject agreement.

RDT:jr
attach.

cc: Dale Allen w/copy
Richard Steyskal w/copy - You should contact Burlington Northern Road Master, M. Raebel at Klamath Falls, phone 882-5563, at least 48 hours in advance of any work you need the Railroad to do or any use of the crossing.

Noted
[illegible] 5-12-86

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

March 24, 1986

Frank Ward, President
F.E. Ward, Inc.
2000 E. Columbia Way, Building 48C
Vancouver, WA 98661

CON 5

Klamath Falls-South Side Bypass
Contract No. 10171

I have reviewed your Serial Letter No. 10, dated March 14 and the attached letter from Roy Houck, Jr. Further, I have discussed the problem on the telephone with Mr. Houck.

Houck and I have agreed that payment for bid item #8, Clearing and Grubbing, on subject contract should be paid in accordance with the schedule outlined by the Project Manager at the preconstruction conference and subsequently agreed to by yourself and Fabricators, Inc.

The March monthly progress estimate for the project has been corrected to show a payment of $25,000 for bid item #8, or 10.4+ percent of the lump sum amount. Subsequent estimates for the project involving bid item #8 will be paid in accordance with the schedule and no amendment will be withheld upon completion of the item.

The Construction Office, Region 4 Engineer Dale Allen and Project Manager Dick Steyskal have been advised of this decision.

Larry Rulien
State Highway Engineer

WES:sl

bc C. O. Fredrickson
Dale D. Allen
Dick Steyskal

F.E. WARD, INC.
2000 E. Columbia Way • Building 48C
Vancouver, WA 98661
(206) 694-8090

March 14, 1986
Serial Letter No. 10

Oregon Department of Transportation
Highway Division
135 Transportation Building
Salem, OR 97310

Subject: The Dalles/California Highway-Washburn Way Section
FAS B319 (South Side Bypass)
Contract No. 10,171

Attention: L. W. Rulien,
State Highway Engineer

Gentlemen:

At the request of our subcontractor, Fabricators, Inc., please find enclosed their letter of March 12, 1986 regarding payment for Bid Item 8, CLEARING AND GRUBBING, on subject project.

It is requested that the decision to make payment on the basis of force account be reviewed by the office of the State Highway Engineer taking into consideration the contents of the attached letter. A prompt response would be most appreciated. Should it be determined that a meeting would aid in the resolution of this dispute, kindly advise the undersigned at your earliest convenience.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

cc: Highway Division, Klamath Falls
Fabricators, Inc.

WES
R/D.
cy
3/18
due
3/25

RECEIVED
STATE HWY ENGR

MAR 17 '86

REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File
		✓				

FABRICATORS INCORPORATED
EQUIPMENT SALES, RENTAL AND REPAIR
2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

March 12, 1986

Mr. Frank E. Ward
F.E. Ward, Inc.
2000 E. Columbia Way Bldg. 48C
Vancouver, WA 98661

Re: OSHD Contract #10171, The Dalles/California Hwy. - Washburn Way (Southside Bypass)

Dear Frank:

An issue has arisen between our firm, your firm and the State which requires the most urgent resolution.

This week, the OSHD Project Manager stated to your representative and ours that progress payments with respect to Bid Item #8, "Clearing and Grubbing," would be calculated and processed based upon the Project Manager's estimate of actual cost incurred, and totally in disregard of the lump sum bid price. We further were told that any difference between the lump sum bid price and the costs calculated by the Project Manager would not be paid until the time of the semi-final estimate, assumedly a year-and-a-half from now.

Pursuant to the provisions of Section 101.02 of the Standard Specifications for Highway Construction (1984), we would ask that you forward this letter immediately to Mr. L.W. Rulien, State Highway Engineer, together with your request for a prompt response and, if necessary, a meeting with him.

As we understand the Project Manager's position, the Standard Specifications, Section 201.91, second paragraph, provide for progress payments on the lump sum bid item to be limited to force account costs, because that paragraph utilizes the term "reasonable value." While it is possible that lawyers may use the term "reasonable value" to mean something different than the "agreed value" of the bid price, this certainly would be a new interpretation of language that has been in the Standard Specifications for many, many years.

The basic provisions of the Standard Specifications concerning progress payments, Section 109.09, repeatedly speak of the "value" of the work which has been done as the standard to be utilizied by the engineer in preparing progress payment estimates. The people with our firm have been involved in the bidding and administration of Oregon

State Highway Division construction projects for a number of decades. Universally, progress payment estimates for lump sum items have attempted to proportion the completed work against the uncompleted work of that bid item, and to apportion the lump sum bid price on the same basis for progress payment purposes. This is entirely consistent with the language concerning the measurement of lump sum items, in Section 109.01(g).

In submitting our bid to you for work on this project, and in entering into the subcontract, we necessarily interpreted the plans and specifications, including the Standard Specifications, in their ordinary meaning, and based upon extensive experience with the custom and practice of heavy construction industry, including the Oregon State Highway Division. We do not think it fair, nor proper, that the State unilaterally adopt some new and different interpretation of this language. In the event that the State intended to limit payments for Clearing and Grubbing lump sum items, it would have been easy enough for them to so state in the Standard Specifications. For example, limitations on the amount of payments to be made under a lump sum bid item for Mobilization are clearly detailed in Section 110.91. No such specificity is found in Section 201.91. If the intent was to limit Clearing and Grubbing progress payments to force account rates, irrespective of the contract price, the language used to express that intent is, at best, ambiguous.

We are obliged by the provisions of Sections 104.02, 109.04, 109.05, 109.06, 109.09 and 109.15, to provide you with this notification of our demand for payment and of our right to recover interest on all amounts withheld until the time of payment, as provided by statute.

Moreover, gross underpayment on a progress payment basis, on an early item of work, will seriously interfere with our ability effectively to prosecute our subcontract work, and may well result in inefficiencies and additional costs being incurred, and we are obliged to notify you that this situation must give rise to our intention to make claim for such additional or extra compensation.

We renew our request that progress payments of the Clearing and Grubbing item be made at the contract price, and reflect the proportion of that work completed to date.

F.E. Ward, Inc.
Page 3
March 12, 1986

Thank you for your prompt attention to this matter. We look forward to the response of the State Highway Engineer, and if necessary, the opportunity to discuss this matter with them.

Sincerely,

Mr. Roy L. Houck, Jr.
President

slk

10171

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: C. O. Fredrickson
Construction Engineer

DATE: March 20, 1986

FROM W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Klamath Falls-S. Side Bypass
Contract No. 10171

This will confirm our telephone discussion of this date (3/20) regarding bid item #8, Clearing and Grubbing, on subject contract.

In the absence of yourself and Bryant Jackmond, I have directed Contract Payments Group Leader Bruce Walton to intercept the monthly progress estimate for subject project and correct the payment for item 8 to show a payment of $25,000, or 10.4+ percent of the lump sum item.

The corrected figure is based upon the per station method devised by the Project Manager and agreed to by the Contractor. I believe this to be a logical and rational approach and in keeping with the intent of the specifications.

By a copy of this memo to Region 4 Engineer Dale Allen and to Project Manager Dick Steyskal I am directing that subsequent payments for this bid item on this contract be computed in the per station manner.

WES:sl

cc Larry Rulien
O. B. Jackmond
Dale D. Allen
Richard Steyskal

STATE OF OREGON

INTEROFFICE MEMO

TO: STEVE MACNAB
REGION OPERATIONS ENGINEER

DATE: MARCH 17, 1986

FROM: John H. Stucky
JOHN H. STUCKY
ASSISTANT PROJECT MANAGER

ROM ~~RE~~ ~~ROE~~ RAS F
RTS RECEIVED G
RUS MAR 17 1986
RSO REGION 4
ASSIGNED ______________

SUBJECT: PAYMENT OF CLEARING AND GRUBBING (ESTIMATE NO.1)
THE DALLES/CALIFORNIA HWY.-WASHBURN WAY SECTION
FAS B319 (SOUTH SIDE BYPASS)
CONTRACT: 10171✓
KLAMATH COUNTY

ATTACHED ARE COPIES OF LETTERS FROM F.E. WARD AND FABRICATORS INC. REGARDING PAYMENT QUANTITY OF CLEARING AND GRUBBING ON SUBJECT CONTRACT, ESTIMATE NO.1.

IN ADDITION TO THESE LETTERS, I AM ATTACHING COPIES OF THE CALCULATION SHEETS ON WHICH WE CALCULATED CLEARING AND GRUBBING ON THE FORCE ACCOUNT BASIS FOR PAYMENT ON ESTIMATE NO.1.

ALSO ATTACHED AND HIGHLIGHTED IN YELLOW IS THE LUMP SUM PAYMENT SCHEDULE FOR CLEARING AND GRUBBING AS AGREED TO BY F.E. WARD, FOLLOWING THE PRE-CONSTRUCTION CONFERENCE. OUR UNDERSTANDING FROM SUBSEQUENT CONVERSATIONS WITH WARD IS THAT A REPRESENTATIVE OF FABRICATORS INC WAS AGREEABLE TO THE STATION METHOD OF PAYMENT OUTLINED IN THE LUMP SUM SCHEDULE WHEN CONTACTED BY JIM TYVAND OF F.E. WARD INC.

TO DATE FABRICATORS INC HAVE DONE SOME CLEARING AND GRUBBING WORK FROM "L" 94+00 TO "L" 124+00 OR 30 STATIONS. IN OUR OPINION, THE CLEARING AND GRUBBING WORK BETWEEN "L" 94+00 TO "L" 122+50 IS 70% COMPLETE (28.5 STATIONS) AND BETWEEN "L" 122+50 TO 124+00 IS 25% COMPLETE (1.5 STATIONS).

PAYMENT CALCULATIONS ON THE PER STATION BASIS WOULD BE AS FOLLOWS:

28.5 STATION X $1,219.822/STA X 70% = $24,335.45
1.5 STATION X $1,219.822/STA X 25% = $ 457.43
TOTAL: $24,792.88

10-350567

THIS AMOUNT WAS UNACCEPTABLE TO FABRICATORS INC.

FABRICATORS INC (ROY L. HOUCK) IS IN ESSENCE ASKING FOR PAYMENT OF 70% OF THE LUMP SUM BID AT THIS TIME OR THE AMOUNT OF $167,359.58. THEY HAVE WORKED 4 DAYS TO CLEAR 30 STATIONS (ABOUT 15% OF THE TOTAL PROJECT), AND ARE REQUESTING PAYMENT FOR 70% OF THE TOTAL LUMP SUM BID. IF PAYMENT WERE MADE ON THE BASIS OF 4 DAYS WORK FOR 70% OF THE BID, THE REMAINING 85% OF THE PROJECT WOULD NEED TO BE CLEARED IN 1.7 DAYS.

CA
CAM
EEO
CONSTRUCTION SECTION
PCS M
QCS
FILE

BASED ON PERFORMANCE OF CLEARING TO DATE AND TIME TAKEN TO DO THIS AMOUNT IT WOULD TAKE 22 MORE WORKDAYS TO COMPLETE THE CLEARING AND GRUBBING OF THIS PROJECT.

PAYMENT CALCULATIONS OF FORCE ACCOUNT BASIS AS ADVISED BY BRYANT JACKMOND ON MARCH 10, 1986, (CALCULATIONS ATTACHED): $7,725.20

IN SUMMARY, BASED ON STATIONS CLEARED AND GRUBBED, 15% OF THE PROJECT IS CLEARED AND GRUBBED. APPROXIMATELY 70% OF THIS 15% IS COMPLETED.

WE WOULD NOT FEEL UNCOMFORTABLE IN GOING TO PAYMENT FOR CLEARING AND GRUBBING ON THE "BY STATION BASIS", AS ORIGINALLY ARRANGED ON THE ATTACHED LUMP SUM SCHEDULE.

THE DALLES-CALIF.
WASHBURN WAY SEC.
CONTRACT: C[illegible]

1-15-86

id ITem 8 Clearing, Grubbing, etc. Bid Amount $240,000.00

$240,000.00 ÷ 196.75 stations = $1,219.822/sta.

"L" Line	158.61 sta.	@ $1,219.822/sta.	=	$193,475.98
"B" Line	3.64 sta.	@ $1,219.822/sta.	=	$ 4,440.15
"C" Line	5.50 sta.	@ $1,219.822/sta.	=	$ 6,709.02
"GSC" Line	6.50 sta.	@ $1,219.822/sta.	=	$ 7,928.84
"MD" Line	8.50 sta.	@ $1,219.822/sta.	=	$ 10,368.50
"OM" Line	14.00 sta.	@ $1,219.822/sta.	=	$ 17,077.51
TOTALS	196.75 sta.		=	$240,000.00

Bid ITem 9 Removal of structures & obstructions Bid Amount $20,000.00

$20,000.00 ÷ 196.75 stations = $101.65+/sta.

"L"	158.61 sta.	@ $101.65+	=	$ 16,122.99
"B"	3.64 sta.	"	=	$ 370,01
"C"	5,50 sta.	"	=	$ 559.09
"GSC"	6.50 sta.	"	=	$ 660.74
"MD"	8,50 sta.	"	=	$ 864.04
"OM"	14.00 sta.	"	=	$ 1,423.13
TOTALS	196.75 sta.	"	=	$20,000.00

Bid ITem 19 Finishing Roadbed & slopes Bid Amount $5,000.00

$5,000.00 ÷ 196.75 sta. = $25.41+/sta.

"L"	158.61 sta.	@ $25.41+/sta.	=	$4,030.76
"B"	3.64 sta.	"	=	$ 92.50
"C"	5,50 sta.	"	=	$ 139.77
"GSC"	6.50 sta.	"	=	$ 165.18
"MD"	8.50 sta.	"	=	$ 864.04
"OM"	14.00 sta.	"	=	$ 1,423.13
TOTALS	196.75 sta	"	=	$ 5,000,00

January 30, 1986

CON 5 - 10,171

F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,171 for work on The Dalles/California Highway-Washburn Way Section of FAS B319 (South Side Bypass) in Klamath County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Employers Insurance of Wausau
Attn: Sue Clark
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Richard Steyskal

F.E. WARD, INC.
2000 E. Columbia Way • Building 48C
Vancouver, WA 98661
(206) 694-8090

December 23, 1985
Serial Letter Number 1

Oregon Department of Transportation
121 Transportation Building
Salem, OR 97310

Subject: The Dalles/California Highway Section-
Washburn Way
FAS (South Side Bypass) Klamath County

Attention: Robert W. Gormsen
Commission Services

Gentlemen:

Reference is made to our proposal for subject project. It shall be our intent to award subcontracts to the following firms in order to fulfill the MBE and WBE goals established and confirmed in our proposal.

Subcontractor	Gross Amount of Subcontract	Applicable per cent	Net Amount	Percent of Contract
SUBCONTRACTS TO MBE FIRMS:				
Valley Truck & Container, Inc. 2705 Lancaster NE Salem, OR 97305	$211,201.00	.82	$173,184.82	3.13
Pacific Northwest Guardrail and Supply Co. 3904 NE Union Ave Portland, OR 97212	$ 52,813.00	1.00	52,813.00	.95
TPT Services, Inc. 32602 S. Highway 21 Molalla, OR 97038	$ 5,863.00	1.00	5,863.00	.10
TOTAL MBE SUBCONTRACTS:			$231,860.82	4.18%

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SUBCONTRACTS TO WBE FIRMS:

Valley Truck & Container, Inc. 2705 Lancaster NE Salem, OR 97305	$211,201.00	.18	$ 38,016.18	.69
Walt's Concrete Co. 945 N. 28th Street Springfield, OR 97477	$ 30,095.00	1.00	30,095.00	.54
TOTAL WBE SUBCONTRACTS			$ 68,111.18	1.23%

Enclosed please find a printout of our bid which has been sorted to include only those items to be subcontracted to MBE/DBE/WBE firms which identifies the bid items and amounts to be subcontracted to each of the firms listed in this letter.

We look forward to working again with the Highway Division, and are confident that the subject project will be mutually rewarding.

Yours truly,

F.E. WARD, INC.

Ted J. Aadland,
Vice President

enclosure: Subcontractor list.

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VALLEY TRUCKING & CONTAINER SUBCONTRACT ITEMS

12/23/85

BID ITEM	DESCRIPTION	QUANTITY	UNIT QUAN	UNIT SUB	SUBCONTRS	REMARKS
10	REMOVAL OF PAVEMENT	19,000.0	SY	2.50	$47,500.00	VALLEY TRUCK & CONT PARTIAL
18	TRENCH EXC	1,142.0	CY	10.00	11420.00	VALLEY TRUCK & CONT
29	8 IN CUL PIPE	60.0	LF	7.00	420.00	VALLEY TRUCK & CONT
30	12 IN CUL PIPE	1,272.0	LF	8.00	10176.00	VALLEY TRUCK & CONT
31	18 IN CUL PIPE	750.0	LF	12.00	9000.00	VALLEY TRUCK & CONT
32	24 IN CUL PIPE	390.0	LF	15.00	5850.00	VALLEY TRUCK & CONT
33	30 IN CUL PIPE	100.0	LF	20.00	2000.00	VALLEY TRUCK & CONT
34	48 IN CUL PIPE	430.0	LF	40.00	17200.00	VALLEY TRUCK & CONT
35	12 IN SEWER PIPE	118.0	LF	10.00	1180.00	VALLEY TRUCK & CONT
36	18 IN SEWER PIPE	4.0	LF	100.00	400.00	VALLEY TRUCK & CONT
37	18 IN IRRIGATION PIPE	352.0	LF	13.00	4576.00	VALLEY TRUCK & CONT
38	24 IN IRRIGATION PIPE	400.0	LF	19.00	7600.00	VALLEY TRUCK & CONT
39	36 IN IRRIGATION PIPE	34.0	LF	35.00	1190.00	VALLEY TRUCK & CONT
40	CONC MANHOLES	1.0	EA	1,300.00	1300.00	VALLEY TRUCK & CONT
41	CONC INLETS TYPE CG-1	3.0	EA	650.00	1950.00	VALLEY TRUCK & CONT
50	CONC WALKS	160.0	SY	20.00	3200.00	VALLEY TRUCK & CONT
51	CONC CURBS	1,205.0	LF	9.00	10845.00	VALLEY TRUCK & CONT
53	PAVED CULVERT END SLOPE	538.0	SF	13.00	6994.00	VALLEY TRUCK & CONT
54	GEOTEXTILE FABRIC IN STAB	65,000.0	SY	1.00	65000.00	VALLEY TRUCK & CONT
58	ADJUSTING MANHOLES	2.0	EA	500.00	1000.00	VALLEY TRUCK & CONT
59	RECONSTRUCTING MANHOLES	3.0	EA	800.00	2400.00	VALLEY TRUCK & CONT
	TOTAL SUBCONTRACT				$211,201.00	

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PACIFIC NORTHWEST GUARDRAIL SUBCONTRACT

12/23/85

BID ITEM	DESCRIPTION	QUANTITY	UNIT QUAN	UNIT SUB	SUBCONTRS	REMARKS
42	GUARD RAIL TYPE 2A	3,725.0	LF	10.85	$40,416.25	PAC NW G/R - DBE
43	GUARD RAIL TYPE 3	225.0	LF	21.00	4725.00	PAC NW G/R - DBE
44	GUARD RAIL ANCHORS TYPE 1	8.0	EA	300.00	2400.00	PAC NW G/R - DBE
45	GUARD RAIL ANCH TYPE 1 MOD	5.0	EA	300.00	1500.00	PAC NW G/R - DBE
46	RAIL END TYPE C	8.0	EA	95.00	760.00	PAC NW G/R - DBE
47	BRIDGE CONNECTIONS	1.0	EA	350.00	350.00	PAC NW G/R - DBE
	TOTAL SUBCONTRACT				$50,151.25	

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WALT'S CONCRETE CO. SUBCONTRACT

12/23/85

BID ITEM	DESCRIPTION	QUANTITY	UNIT QUAN	UNIT SUB	SUBCONTRS	REMARKS
80	CONC BR RAIL	1,980.0	LF	12.85	$25,443.00	WALTS-WBE PARTIAL
114	CONC BRIDGE RAIL	362.0	LF	12.85	4651.70	WALTS-WBE PARTIAL
	TOTAL SUBCONTRACT				$30,094.70	

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAGE 1 TPT SERVICES' INC. SUBCONTRACT 12/23/85

BID ITEM	DESCRIPTION	QUANTITY	UNIT QUAN	UNIT SUB	SUBCONTRS	REMARKS
115	MEMBRANE WATERPROOFING	1,066.0	SY	5.50	$5,863.00	TPT - MBE
	TOTAL SUBCONTRACT				$5,863.00	

RATES

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JAN 13 '86
REFER TO
FOR

[illegible]

January 10, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter **ORIGINAL SIGNED BY GARY A. POTTER**
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Telephone Line Facilities Relocation
Pacific Northwest Bell Telephone Company
The Dalles/California Hwy. - Washburn
Way Section
South Side Bypass (FAS-B319)
Klamath County
Project No. RS-B319(3)

Here is a copy of a lump sum estimate of cost to adjust Pacific Northwest Bell Telephone Company's buried telephone line facilities dated January 2, 1986, and a sketch showing their proposed relocation.

A certification prepared by Richard O. Havig as to company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the company dated December 12, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service facilities. There will be no betterment derived from the proposed adjustment of the company's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $2,499.71.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. O. Havig

Form 734-3122

10,171

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 334 MAIN STREET — 503-882-2501 — KLAMATH FALLS, OREGON 97601

January 7, 1986

Jeanine Saks
State Treasurer Office
158 State Capitol
Salem, OR 97310

Dear Jeanine:

Enclosed is Klamath County's check #35037 in the amount of $345,000. for our portion of the deposit for construction of the Southside Bypass.

Please deposit this in Klamath County's Account #4863 and use the same authorization form for the State to withdraw from this account.

Thank you very much for your coopertion.

Very truly yours,

Earl E. Kessler by M.L.

Earl E. Kessler
Director of Public Works

Enclosures (2)
cc: Michael K. Shultz ✓
Rural Program Coordinator
State Highway Division

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
[illegible] 1986
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,111 [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 2, 1986

Dave Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

RE: South Side Bypass
Klamath County
PUC Crossing Nos.
10B-1.4-AC and
CF-427.0-A

Dear Dave:

PUC Order Nos. 84-589 and 85-138 gave authority to the State of Oregon to construction separated crossings over the Southern Pacific and Burlington Northern tracks in Klamath County. At the time the orders were written it was anticipated that the South Side Bypass would be a Klamath County roadway upon completion. The PUC Orders accordingly assigned maintenance responsibility for the structures to Klamath County.

It is now agreed that upon completion of this highway it will become part of the jurisdiction of the Oregon Department of Transportation, Highway Division. Therefore, the portions of Orders 84-589 and 85-138 that were assigned to Klamath County should now be assigned to the Oregon Department of Transportation. It is requested that the Orders be amended accordingly.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr

cc: Larry Rulien ✓
Walt Hart
D. D. Allen
Don Thurston

2

RECEIVED
STAT: HWY ENGR

JAN 3 '86

REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO
FOR
Info Inves R/O D/R Sign Act File

TO: FILES

DATE: December 27, 1985

FROM: Larry Rulien
State Highway Engineer

E.S [illegible]

SUBJECT: Footpaths and Bicycle Trails
December 19, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened December 19, 1985 on the following projects:

1. Portland Signal System Project, Phase 1
   City of Portland
   Multnomah County
   Traffic Signals

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as project consists of replacing existing equipment.

2. North Fork Burnt River Bridge Section
   Rice Road
   Baker County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

3. North Fork Alsea River Bridge Section
   Alsea Highway
   Benton County
   Painting Bridges

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Project withdrawn.

81-125-1367

5. Dry Creek Bridge Section
Davis Road
Crook County
Bridges and Grade Separation Structures

Same as No. 2.

6. Sherwood Road (61st Street)
The Dalles-California Highway
Deschutes County
Aggregate Base, A.C. Oiling and Paving

4'-6' shoulders are incorporated into the project and will adequately accommodate bicycles.

7. South Fork Little Butte Creek Bridge Section
South Fork Little Butte Road
Jackson County
Bridge and Grade Separation Structures

Same as No. 2.

8. The Dalles/California-Washburn Way
South Side Bypass @ Klamath Falls
Klamath County
Earthwork, Drainage, Aggregate Bases, A.C. Paving and Oiling, Bridges and Grade Separation Structures

Bike lanes and sidewalks are incorporated into project.

9. Eugene-Springfield Hwy. @ 42nd Street (Springfield)
Eugene-Springfield Highway
Lane County
Aggregate Base, A.C. Paving and Oiling, Signals

Pedestrian signals installed for pedestrian and bicycle traffic. Adequate 6-foot shoulders are incorporated for bicycle traffic.

10. Sutton Lake-Florence Section
Oregon Coast Highway
Lane County
Land Clearing

Same as No. 3

11. Malheur River (Red) Bridge Section
Riverside-Juntura Road
Malheur County
Bridges and Grade Separation Structures

Same as No. 2.

12. 12th and 13th Streets S.E. @ Hoyt Street S.E. (Salem)
    Hoyt Street S.E.
    Marion County
    Traffic Signals

    Pedestrian signals to be installed for pedestrian and bicycle trafffic.

13. Project withdrawn.

14. Grande Ronde River (Powwatka) Bridge Section
    Troy Road
    Wallowa County
    Bridges and Grade Separation Structures

    Same as No. 2

15. Project postponed.

16. Pacific Highway West @ McDaniel Lane (McMinnville)
    Pacific Highway West
    Yamhill County
    Sidewalks and Traffic Signals

    Sidewalk ramps and pedestrian traffic signals will be incorporated for foot and bicycle traffic.

17. South Yamhill River Bridge Section
    Bellevue-Hopewell Highway
    Yamhill County
    Painting Bridges and Structures

    Same as No. 3.

18. Villa Road Connection-Hillsboro/Silverton Highway (Newberg)
    Hillsboro-Silverton Highway
    Yamhill County
    Earthwork, Drainage, A.C. Pavement and Oiling,
    and Traffic Signals

    Sidewalks, ramps and adequate shoulders for bicycles, as well as pedestrian traffic signals for foot and bicycle traffic will be incorporated into this project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10,171

December 24, 1985

PRO

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Bldg.
334 Main Street
Klamath Falls, OR 97601

Subject: The Dalles/California - Washburn Way Section
South Side By-Pass
RS-B319(3)
Klamath County

On December 19, 1985 the State Highway Division received a satisfactory bid from F.E. Ward, Inc., 2000 E. Columbia Way, Vancouver, Washington 98661 on the subject project. This project will be funded with a combination of Federal-Aid-Secondary County and State, and County funds as outlined in our Agreement No. 8154. The County is requested to deposit the balance of their share of the construction cost as computed below:

	FAS-C	County	FAS-State
Contractor's Bid	$2,403,967.50	$775,574.00	$2,349,556.00
Anticipated Items	86,787.00	13,041.00	197,572.00
Subtotal	$2,490,754.50	$788,615.00	$2,547,128.00
Contingencies (4-1/2%)	112,083.95	35,487.67	114,620.76
Engineering (8%)	199,260.36	63,089.20	203,770.24
Credit Salvaging AC & Base Materials	(62,200.00)		
Total Construction Cost	$2,739,898.81	$887,191.87	$2,865,519.00
Less Federal Funds Limited (88.15%)	(1,201,324.00)		
Less State Share	(80,746.96)		
County's Share	$1,457,827.85	$887,191.87	
Total County Share		$2,345,019.72	
Less County's Advance Deposit AD #85-59		2,000,000.00	
Balance Due from County		$ 345,019.72	
COUNTY'S SHARE AND ADVANCE DEPOSIT		$ 345,000.00	

Acc #4863

LGIP
RECEIVED
1-8-86
MKS

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $345,000 by January 10, 1986. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments
bcc w/AD #85-159: John Hagedorn, Region 4
Vern Skoog - Please return completed AD #85-159 when advance deposit is received.
Donald L. Trout

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 50249

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 26, 1985

8. FEDERAL ROUTE NUMBER FAS-B319

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
The Dalles/California Hwy - Washburn Way Section

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 11-25-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $5,288,843; Federal Funds $4,662,114 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11-20-85 that provisions of FHPM 7-5-1 have been complied with.

Also, Mr. Potter's letter of 11-22-85 requesting a public interest finding is approved.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

RECEIVED
STATE HWY ENGR
DEC 10 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 12/10 to

14. DATE 12/6/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,171

ORIGINAL 11-26-85

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. 518-1517 RS B319(1) C518-1920, C518-19[illegible]
PROGRAM APPROVED	VOUCHER PERIOD From: 6/15/76 To: 11/26/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$399,188.70	$395,950.12	85.80%	$339,725.20	$339,725.20	-0-
109,141.27	108,526.40	85.80%	93,115.65	93,115.65	-0-
1,894.18	1,894.18	85.80%	1,625.20	1,625.20	-0-
75,006.22	75,006.22	85.80	64,355.33	64,355.33	-0-
	[3,284.39]*		[2,818.00]	[2,818.00]	-0-
$585,230.37	$578,092.53		$496,003.38	$496,003.38	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY __________ *State Highway Agency*

By Assistant Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

*For explanation of adjustment please refer to reverse side of this form.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY __________ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	WASHBURN WAY-GREEN SPRINGS JUNCTION SECTION COUNTY ROAD IN KLAMATH COUNTY					
	Preliminary Engineering Type Code PE					
	Preliminary Engineering	All Required			$441,957.94	
	State Forces	All Required			61,670.00	
	Audit Expense:					
	Courtesy Audit California Department of Transportation	All Required			1,141.63	
	External Auditors-Oregon Department of Transportation	All Required			371.40	
	Total Participating PE Costs				$505,140.97	
	Type Code Y060 Utility Adjustment					
SFO #1	PPL Line Relocation	All Required			$ 44,608.30	
SFO #2	Pacific Northwest Bell	All Required			2,499.71	
SFO #3	City Water Relocation	All Required			26,376.52	
	Construction Engineering State Forces	All Required			325.26	
	Total Participating Type Code Y060				$ 73,809.79	
	Miscellaneous Project Costs					
	Audit Expense External Audit-ODOT	All Required			$ 1,196.43	
	Less: Adjustment					
	To Construction charges coded participating which were cited as ineligible on Attachment A of the FHWA Review 88-IND-19	All Required			[3,284.39]	
	Total Utility Adjustments as Adjusted				$ 71,721.83	
	Archaeological Salvage Type Code Y070					
	Archaeological Salvage	All Required			$ 1,229.73	
	Total Participating Costs				$578,092.53	
	Non-Participating Costs					
	Preliminary Engineering State Forces	All Required			$ 3,853.45	
	Construction Engineering Costs relating to Utility Adjustments	All Required			$ 3,284.39	
	Total Non-Participating Costs				$ 7,137.84	
	TOTAL PROJECT COSTS				$585,230.37	
	AMOUNT CARRIED FORWARD					

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT C5181920
                                     CREW   MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--       ------ -------- ---------- ------ -----       -------       ----------
C5181920 000    010      100        8027                                  46.00
OBJ-DETAIL 100                                                            46.00

C5181920 000    010      102        8027                                  50.88
OBJ-DETAIL 102                                                            50.88

ACTIVITY   010                                                            96.88 SUBTOTAL

C5181920 000    020      001        7200                                 397.88
C5181920 000    020      001        7365                                  27.69
OBJ-DETAIL 001                                                           425.57

C5181920 000    020      100        8033                                 124.80
OBJ-DETAIL 100                                                           124.80

C5181920 000    020      102        8033                                  84.80
OBJ-DETAIL 102                                                            84.80

ACTIVITY   020                                                           635.17 SUBTOTAL

C5181920 000    420      001        7700                                  16.89
OBJ-DETAIL 001                                                            16.89

ACTIVITY   420                                                            16.89 SUBTOTAL

C5181920 000    421      001        7700                                  23.83
OBJ-DETAIL 001                                                            23.83

ACTIVITY   421                                                            23.83 SUBTOTAL

C5181920 000    899      134        9999                                  25.84
OBJ-DETAIL 134                                                            25.84

C5181920 000    899      194        8033                                 434.19
OBJ-DETAIL 194                                                           434.19

C5181920 000    899      199        8033                                  57.89
OBJ-DETAIL 199                                                            57.89

C5181920 000    899      504        0100                                  13.50
C5181920 000    899      504        7440                                   1.20
OBJ-DETAIL 504                                                            14.70


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT C5181920

                                     CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----        -------      ----------
C5181920 000    899      560        7363                                  12.00
OBJ-DETAIL 560                                                            12.00

ACTIVITY   899                                                           544.62 SUBTOTAL

C5181920 000    900      001        8027                                 584.17
C5181920 000    900      001        8028                               2,580.46
C5181920 000    900      001        8033                              13,499.84
C5181920 000    900      001        8033   SF17                       12,333.14
OBJ-DETAIL 001                                                        28,997.61

C5181920 000    900      030        8028                                  22.47
C5181920 000    900      030        8033                                 133.88
OBJ-DETAIL 030                                                           156.35

C5181920 000    900      100        8028                                 171.12
OBJ-DETAIL 100                                                           171.12

C5181920 000    900      102        8028                                 209.36
OBJ-DETAIL 102                                                           209.36

C5181920 000    900      109        8028
C5181920 000    900      109        8033
OBJ-DETAIL 109

C5181920 000    900      130        8033                                  79.98
OBJ-DETAIL 130                                                            79.98

C5181920 000    900      134        8033                                 125.92
OBJ-DETAIL 134                                                           125.92

C5181920 000    900      146        8028                                   1.24
OBJ-DETAIL 146                                                             1.24

C5181920 000    900      199        8028                                 212.84
OBJ-DETAIL 199                                                           212.84

C5181920 000    900      470        8033                                 616.31
OBJ-DETAIL 470                                                           616.31

C5181920 000    900      504        8033                                   5.10
OBJ-DETAIL 504                                                             5.10


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE    30

                        JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT C5181920

                                     CREW   MSA         CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----        -------     ------------
C5181920 000    900      550        8028                                  207.75
C5181920 000    900      550        8033                                  662.30
OBJ-DETAIL 550                                                            870.05

C5181920 000    900      568        8033                                   33.85
OBJ-DETAIL 568                                                             33.85

ACTIVITY   900                                                         31,479.73 SUBTOTAL

C5181920 000    903      001        7430                                   67.55
C5181920 000    903      001        7440                                  660.90
OBJ-DETAIL 001                                                            728.45

ACTIVITY   903                                                            728.45 SUBTOTAL

C5181920 000    905      001        7300                                   95.16
C5181920 000    905      001        7301                                   66.04
C5181920 000    905      001        7340                                5,178.63
C5181920 000    905      001        7350                                  231.97
C5181920 000    905      001        7361                                   11.99
C5181920 000    905      001        7362                                   70.71
C5181920 000    905      001        7363                                  184.27
C5181920 000    905      001        7364                                  116.82
C5181920 000    905      001        7365                                1,481.59
C5181920 000    905      001        8033   SF17                         5,016.16
OBJ-DETAIL 001                                                         12,453.34

C5181920 000    905      030        7365                                   37.73
OBJ-DETAIL 030                                                             37.73

C5181920 000    905      130        7300                                   31.50
OBJ-DETAIL 130                                                             31.50

C5181920 000    905      504        0100                                  141.59
C5181920 000    905      504        7340                                   83.86
OBJ-DETAIL 504                                                            225.45

ACTIVITY   905                                                         12,748.02 SUBTOTAL

C5181920 000    906      001        8033                                  687.36
C5181920 000    906      001        8033   SF17                        10,338.38
OBJ-DETAIL 001                                                         11,025.74


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

-FREE

```
                              JOB COST SUMMARY RUN ON  03-16-90
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 03/10/90
                              FOR EXPENDITURE ACCOUNT C5181920

                                            CREW   MSA         CURRENT          BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH               DATE
--        ------ -------- ---------- ------ -----         -------          ----------
ACTIVITY   906
                                                                            11,025.74 SUBTOTAL

C5181920 000    907       001        7331
OBJ-DETAIL 001                                                                   16.08
                                                                                 16.08

ACTIVITY   907
                                                                                 16.08 SUBTOTAL

C5181920 000    908       001        4061
OBJ-DETAIL 001                                                                  324.06
                                                                                324.06

C5181920 000    908       100        4061
OBJ-DETAIL 100                                                                   19.00
                                                                                 19.00

C5181920 000    908       102        4061
OBJ-DETAIL 102                                                                   25.44
                                                                                 25.44

C5181920 000    908       470        4061
OBJ-DETAIL 470                                                                   71.60
                                                                                 71.60

ACTIVITY   908
                                                                                440.10 SUBTOTAL

C5181920 000    909       001        7111
OBJ-DETAIL 001                                                                  196.70
                                                                                196.70

C5181920 000    909       501        0100
OBJ-DETAIL 501                                                                   10.00
                                                                                 10.00

ACTIVITY   909
                                                                                206.70 SUBTOTAL

C5181920 000    911       001        7611
C5181920 000    911       001        7612                                       138.99
C5181920 000    911       001        7615                                       660.48
OBJ-DETAIL 001                                                                  895.68
                                                                              1,695.15

C5181920 000    911       504        7615
OBJ-DETAIL 504                                                                    8.40
                                                                                  8.40

ACTIVITY   911
                                                                              1,703.55 SUBTOTAL

C5181920 000    914       001        7700
C5181920 000    914       001        7783                                       307.49
OBJ-DETAIL 001                                                                  235.05
                                                                                542.54


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C5181920

                                             CREW    MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--         ------ -------- ---------- ------ -----          -------        ----------
ACTIVITY   914                                                                  542.54 SUBTOTAL

C5181920 000      915      504        7111                                       27.20
OBJ-DETAIL 504                                                                   27.20

ACTIVITY   915                                                                   27.20 SUBTOTAL

C5181920 000      920      001        0631                                      147.61
OBJ-DETAIL 001                                                                  147.61

C5181920 000      920      030        0631                                      161.08
OBJ-DETAIL 030                                                                  161.08

ACTIVITY   920                                                                  308.69 SUBTOTAL

C5181920 000      921      001        7000                                       27.63
C5181920 000      921      001        7200                                    5,425.55
OBJ-DETAIL 001                                                                5,453.18

C5181920 000      921      136        0500                                    1,357.70
OBJ-DETAIL 136                                                                1,357.70

C5181920 000      921      501        0100                                       17.00
OBJ-DETAIL 501                                                                   17.00

C5181920 000      921      504        7200                                    1,676.99
OBJ-DETAIL 504                                                                1,676.99

ACTIVITY   921                                                                8,504.87 SUBTOTAL

C5181920 000      923      001        7430                                       92.64
C5181920 000      923      001        7530                                    4,509.29
OBJ-DETAIL 001                                                                4,601.93

C5181920 000      923      504        7500                                       15.00
OBJ-DETAIL 504                                                                   15.00

C5181920 000      923      560        7530                                        1.50
OBJ-DETAIL 560                                                                    1.50

ACTIVITY   923                                                                4,618.43 SUBTOTAL

C5181920 000      927      001        7430

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT C5181920
                                         CREW   MSA             CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD              MONTH             DATE
--        ------ -------- ---------- ------ -----             -------         ----------
C5181920 000     927      001         7440
OBJ-DETAIL 001

C5181920 000     927      504         7440
OBJ-DETAIL 504

ACTIVITY   927                                                                          SUBTOTAL

C5181920 000     933      001         7141                                        216.51
OBJ-DETAIL 001                                                                    216.51

ACTIVITY   933                                                                    216.51 SUBTOTAL

C5181920 000     934      001         7120                                        178.20
OBJ-DETAIL 001                                                                    178.20

ACTIVITY   934                                                                    178.20 SUBTOTAL

C5181920 000     937      001         7100                                        563.86
C5181920 000     937      001         7143                                        319.39
OBJ-DETAIL 001                                                                    883.25

C5181920 000     937      106         7143                                         96.00
OBJ-DETAIL 106                                                                     96.00

C5181920 000     937      548         0966                                        128.00
OBJ-DETAIL 548                                                                    128.00

ACTIVITY   937                                                                  1,107.25 SUBTOTAL

C5181920 000     964      001         7000                                        178.24
C5181920 000     964      001         7140                                        596.82
OBJ-DETAIL 001                                                                    775.06

C5181920 000     964      267         7000                                        390.00
OBJ-DETAIL 267                                                                    390.00

C5181920 000     964      504         7140                                         43.20
OBJ-DETAIL 504                                                                     43.20

ACTIVITY   964                                                                  1,208.26 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/10/90
                           FOR EXPENDITURE ACCOUNT C5181920

                                           CREW   MSA          CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL   NUMBER  FIELD          MONTH          DATE
--          ------ -------- ----------   ------  -----         -------      ----------
SUB-JOB      000 SUBTOTAL
                                                                              76,377.71

C5181920 001     900        470          8033
OBJ-DETAIL 470                                                                   121.04
                                                                                 121.04

ACTIVITY     900
                                                                                 121.04 SUBTOTAL

SUB-JOB      001 SUBTOTAL
                                                                                 121.04

C5181920 010     899        299          0100                                  3,032.74 ***
OBJ-DETAIL 299                                                                 3,032.74

ACTIVITY     899
                                                                               3,032.74 SUBTOTAL

C5181920 010     900        189          8033                                     84.80
OBJ-DETAIL 189                                                                    84.80

ACTIVITY     900
                                                                                  84.80 SUBTOTAL

SUB-JOB      010 SUBTOTAL
                                                                               3,117.54

C5181920 011     899        299          0100                                367,817.98 ***
OBJ-DETAIL 299                                                               367,817.98

C5181920 011     899        598          0631
OBJ-DETAIL 598                                                               -48,245.57
                                                                             -48,245.57

ACTIVITY     899
                                                                             319,572.41 SUBTOTAL

C5181920 011     900        598          0631                                 37,800.00
C5181920 011     900        598          0631    SF17                        -37,800.00
OBJ-DETAIL 598

ACTIVITY     900
                                                                                        SUBTOTAL

SUB-JOB      011 SUBTOTAL
                                                                             319,572.41

C5181920 012     927        001          7430                                  1,001.52
C5181920 012     927        001          7440                                    873.16
OBJ-DETAIL 001                                                                 1,874.68

C5181920 012     927        504          7440                                     19.50

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE    35

                         JOB COST SUMMARY RUN ON  03-16-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/10/90
                         FOR EXPENDITURE ACCOUNT C5181920

                                             CREW   MSA          CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--       ------ -------- ---------- ------ -----         -------      ----------
OBJ-DETAIL 504                                                              19.50

ACTIVITY   927                                                            1,894.18 SUBTOTAL

SUB JOB    012 SUBTOTAL                                                   1,894.18

EA         C5181920 TOTAL                                               401,082.88


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                  JOB COST SUMMARY RUN ON  03-16-90
            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 03/10/90
                    FOR EXPENDITURE ACCOUNT C5181986

                                            CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
C5181986 000     899      130        7420                                     105.50
OBJ-DETAIL 130                                                                105.50

C5181986 000     899      470        7420
C5181986 000     899      470        7450
OBJ-DETAIL 470

C5181986 000     899      504        0100                                      11.10
C5181986 000     899      504        7440                                      21.60
OBJ-DETAIL 504                                                                 32.70

C5181986 000     899      556        7400                                       1.50
OBJ-DETAIL 556                                                                  1.50

ACTIVITY   899                                                                139.70 SUBTOTAL

C5181986 000     903      001        7400                                   1,374.09
C5181986 000     903      001        7420                                     944.63
C5181986 000     903      001        7430                                      49.73
C5181986 000     903      001        7440                                     494.01
OBJ-DETAIL 001                                                              2,862.46

C5181986 000     903      470        7450
OBJ-DETAIL 470

C5181986 000     903      504        7440                                      46.40
OBJ-DETAIL 504                                                                 46.40

ACTIVITY   903                                                              2,908.86 SUBTOTAL

C5181986 000     914      001        7700                                      11.02
OBJ-DETAIL 001                                                                 11.02

ACTIVITY   914                                                                 11.02 SUBTOTAL

C5181986 000     920      001        0631                                      79.16
OBJ-DETAIL 001                                                                 79.16

ACTIVITY   920                                                                 79.16 SUBTOTAL

C5181986 000     927      001        7400                                     832.95
C5181986 000     927      001        7440                                     565.35

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C5181986

                                               CREW   MSA         CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--          ------ -------- ---------- ------ -----        -------       ----------
OBJ-DETAIL 001                                                             1,398.30

C5181986 000     927      504         0100                                    13.80
OBJ-DETAIL 504                                                                13.80

ACTIVITY   927                                                             1,412.10 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                    4,550.84

C5181986 001     899      131         7450                                   405.67
OBJ-DETAIL 131                                                               405.67

ACTIVITY   899                                                               405.67 SUBTOTAL

C5181986 001     903      001         7440                                   149.20
OBJ-DETAIL 001                                                               149.20

C5181986 001     903      131         7450                                   -39.95
OBJ-DETAIL 131                                                               -39.95

ACTIVITY   903                                                               109.25 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                      514.92

C5181986 010     899      299         0100                                    99.95 ***
OBJ-DETAIL 299                                                                99.95

ACTIVITY   899                                                                99.95 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                       99.95

C5181986 011     899      299         0100                                55,729.99 ***
OBJ-DETAIL 299                                                            55,729.99

C5181986 011     899      598         0631                                48,245.57
OBJ-DETAIL 598                                                            48,245.57

ACTIVITY   899                                                           103,975.56 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  103,975.56

EA         C5181986 TOTAL                                                109,141.27


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

POOR

ORIGINAL

DOCUMENT(S)

```
                           JOB COST SUMMARY RUN ON  03-16-90
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/10/90
                           FOR EXPENDITURE ACCOUNT C5181017

                                              CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--          ------ -------- ---------- ------ -----          -------        ----------
C5181017 000    899      548        0966                                         96.00
OBJ-DETAIL 548                                                                   96.00

C5181017 000    899      599        0500                                     -3,284.39
OBJ-DETAIL 599                                                               -3,284.39

ACTIVITY   899                                                               -3,188.39 SUBTOTAL

C5181017 000    914      001        7700                                         24.19
OBJ-DETAIL 001                                                                   24.19

ACTIVITY   914                                                                   24.19 SUBTOTAL

C5181017 000    932      001        7700                                         50.28
OBJ-DETAIL 001                                                                   50.28

ACTIVITY   932                                                                   50.28 SUBTOTAL

C5181017 000    990      001        0515                                          9.00
OBJ-DETAIL 001                                                                    9.00

ACTIVITY   990                                                                    9.00 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                      -3,104.92

C5181017 001    899      599        0500                                      3,284.39
OBJ-DETAIL 599                                                                3,284.39

ACTIVITY   899                                                                3,284.39 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                       3,284.39

C5181017 011    050      001        0500                                        867.55
C5181017 011    050      001        0570                                        230.58
OBJ-DETAIL 001                                                                1,098.13

C5181017 011    050      008        0570                                          2.20
OBJ-DETAIL 008                                                                    2.20

C5181017 011    050      100        0500                                         41.50
OBJ-DETAIL 100                                                                   41.50

C5181017 011    050      102        0500                                         54.60

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-16-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/10/90
                          FOR EXPENDITURE ACCOUNT C5181017

                                                CREW    MSA           CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--          ------ -------- ---------- ------ -----           -------         ----------
OBJ-DETAIL 102
                                                                                     54.60
ACTIVITY    050
                                                                                  1,196.43 SUBTOTAL
C5181017 011    206       302          R
OBJ-DETAIL 302                                                                    1,860.87
                                                                                  1,860.87
C5181017 011    206       336          7783   SF01
OBJ-DETAIL 336                                                                    7,390.97
                                                                                  7,390.97
ACTIVITY    206
                                                                                  9,251.84 SUBTOTAL
C5181017 011    650       001          0570
OBJ-DETAIL 001                                                                      116.43
                                                                                    116.43
ACTIVITY    650
                                                                                    116.43 SUBTOTAL
C5181017 011    899       302          R
OBJ-DETAIL 302                                                                   -1,860.87
                                                                                 -1,860.87
C5181017 011    899       336          7783
C5181017 011    899       336          7783   SF01                                2,499.71
C5181017 011    899       336          8033                                      37,217.33
C5181017 011    899       336          8033   SF03                                  654.02
OBJ-DETAIL 336                                                                   25,722.50
                                                                                 66,093.56
ACTIVITY    899
                                                                                 64,232.69 SUBTOTAL
C5181017 011    990       001          0515
C5181017 011    990       001          0521                                           9.18
OBJ-DETAIL 001                                                                       20.18
                                                                                     29.36
ACTIVITY    990
                                                                                     29.36 SUBTOTAL
SUB-JOB     011 SUBTOTAL
                                                                                 74,826.75
EA          C5181017 TOTAL
                                                                                 75,006.22

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10,171.

[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

TO: Files

DATE: November 25, 1985

FROM: The Dalles/California Hwy.-Washburn Way
South Side Bypass, Klamath County

SUBJECT: Surfacing Design Use of Geotextile Fabric

After discussion with R. VanCleave in Region 4 as to the type of soils proposed for the fill areas on the project, the estimate of fabric membrane usage is modified to 50% of the length of the project. The decision of where to use the fabric will be made by the project manager.

The purpose of the fabric membrane is to provide a separation between the fill material and the base material. The fabric membrane shall be placed in those areas which have a fine grained, plastic soil.

RN:gdl

cc: R. Van Cleave
J. Scofield
R. Gettis

—19171 11-22-85

Section The Dalles/Calif. Hwy. - Washburn Way Sec. Programming Estimate $ ____

Highway FAS B 319 (Southside Bypass) Project Length 3.0 miles

County Klamath Completion Time Oct. 31, 1987

Kind of Work Grading, Paving, Structures, & Signing Est. Comp. Date ____

Prefix C518 - 1920 Letting Date Dec 19, 1985 Project No. RS-B 319 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt "A" (~~original~~)	Alt "B" (~~re~~vised)
Estimated Contract Amount . . . $		5,551,823 50	5,031,846 50
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs (Southern Pacific)	105,675 -		
Other Railroad Costs (Southern Pacific)	40,780 -		
Permanent Signing			
Permanent Pavement Striping	6,400 -		
Temporary Pavement Striping	3,000 -		
Remove Pvmnt Striping (Exist. & Temp.)	3,000		
Temporary Erosion Control	5,000		
State Furnished ____			
Roadside Seeding & Mulching			
Statistical Asphalt Bonus	17,200		
On the Job Trainees ($0.80 x 2,000 hrs	1,600		
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Right of Way Monumentation	17,500 -		
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	28,010 -		
Railroad Protective Costs (Burlington Northern)	37,600 -		
Triangulation Control & Sheds	12,000		
Adjust Utilities:			
City of Klamath (water)	5,000		
Pacific Power & Light	50,000		
Pacific Northwest Bell	5,000		
Install & Moreton settlement Plates	10,000		
Total Anticipated Items $		347,765 -	347,765 -
Subtotal $		5,899,588 50	5,379,671 50
Contingencies (4-1/2%)		265,481 48	242,082 52
Engineering (⑧, 9, 10%)		471,967 08	430,368 92
Subtotal $		6,637,037 06	6,052,062 94
✓ Credit for Salvaging AC and Base materials		62,200 -	62,200 -
Estimated Net Authorization, Construction $		6,574,837 06	5,989,862 94

APPROVED

____

Road Design Engineer 11-22-85 JB

ET22:ESTIM2.SG Rev. 9/85

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 22, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Right-of-Way Clearance
Project No. RS-B319(3)
The Dalles/California Hwy.-Washburn Way Sec.
County Road
Klamath County

I request a public interest finding concerning the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions immediate occupancy and use at the anticipated advertising date). I will be requesting P.S.&E. approval and obligation for this project on November 26, 1985 for a December 19, 1985 bid opening.

I feel it is in the public interest to advertise this project without right-of-way being clear. There are two files involved which will be in the state's physical possesion on January 15, 1986. The area of these files is shown on plan sheets 7, 8, and 9 of the contract plans, and the contractor will be alerted to the restriction in subsection 108.13 in the Contract Special Provisions.

This public interest finding is based on, and supported by, the attached memo from our Right of Way Section.

DRH:bkb
Attachment
cc: Rod Henry
Ted Litchfield
General Files

Form 734-3122

10,171

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: MEMO TO THE FILES

DATE: November 15, 1985

FROM: Roger Powers, Biologist R.A.P
Environmental Section

SUBJECT: Status of the Wetland Mitigation Project
and Proposed Revision of Mitigation Plans
Klamath Falls Southside Bypass
Klamath County

The Final Environmental Impact Statement for the Klamath Falls Southside Bypass Project evaluates the impacts of what have become three separate units of the project, each with its own wetland impacts. The three units are: 1) the truck route; 2) Unit A of the southside bypass, which extends from a point located just to the west of U.S. Highway 97, eastward to Washburn Way; and finally 3) Unit B of the bypass, which extends from Washburn Way eastward to Highway 39. Of these three units, only the second, Unit A of the southside bypass, is being actively considered for construction in the near future.

While the DEIS was being prepared, an informal agreement had been reached between personnel of the Oregon Highway Division, and Mr. R. Anderson, Oregon Department of Fish and Wildlife, who was the manager of the Klamath Wildlife Management Area (KWMA) at that time. The essential elements of the agreement were that the Oregon Department of Transportation would construct a 16-acre wetland (as depicted in the EIS) which would mitigate the combined wetland impacts of all three units of the project. However, in the five-plus years between the publication of the EIS and the present time, extensive wetland habitat development has taken place on KWMA, and the ODOT proposal to create additional wetlands is no longer considered desirable by ODFW. Consequently, the Oregon Department of Transportation no longer has a workable plan for mitigating wetland impacts.

A wetland mitigation plan is needed for Unit A of the Southside Bypass, but there is no immediate need for such a plan for either Unit 2 of the bypass, or the truck route. As a consequence, the immediate need to mitigate wetlands has been reduced from 16 acres to approximately 0.7 acre.

Because of the limited time remaining before Unit A of the southside bypass goes to contract, I recommend the following actions:

1. Cancel our current plans of mitigating the entire wetland impact of the three units of the project, at one time and in one location.
2. Mitigate only the wetlands impacts of Unit A of the Southside Bypass. This would require the creation of only 0.7 acre of new wetlands, and can be accomplished within the confines of the combined right-of-way and easement.

3. Reinstitute a search for a mitigation site which could be used for mitigation of the truck route (i.e., approximately 15 acres), or the combined truck route and Unit B (i.e., 15.6 acres) at such a time as the projects are placed on an active schedule.

At the present time, no further planning is being undertaken to mitigate the wetland impacts of either Unit B of the Klamath Falls Southside Bypass, or the Truck Route, because neither of these have been proposed in the Oregon Department of Transportation, Highway Division "Six Year Highway Improvement Program". In order to avoid future costly delays, the Environmental Section will need to be advised as soon as the final design for either of these two units is undertaken. However, specific mitigative actions for the impacts of Unit A have been advanced (in cooperation with the Oregon Department of Fish and Wildlife) and appear in the "Wetland Mitigation Plan".

leb

cc: Dale Allen
Cam Gilmour
John Marks
Pieter Dykman

WETLAND MITIGATION PLAN

Klamath Falls Southside Bypass
Klamath County, Oregon

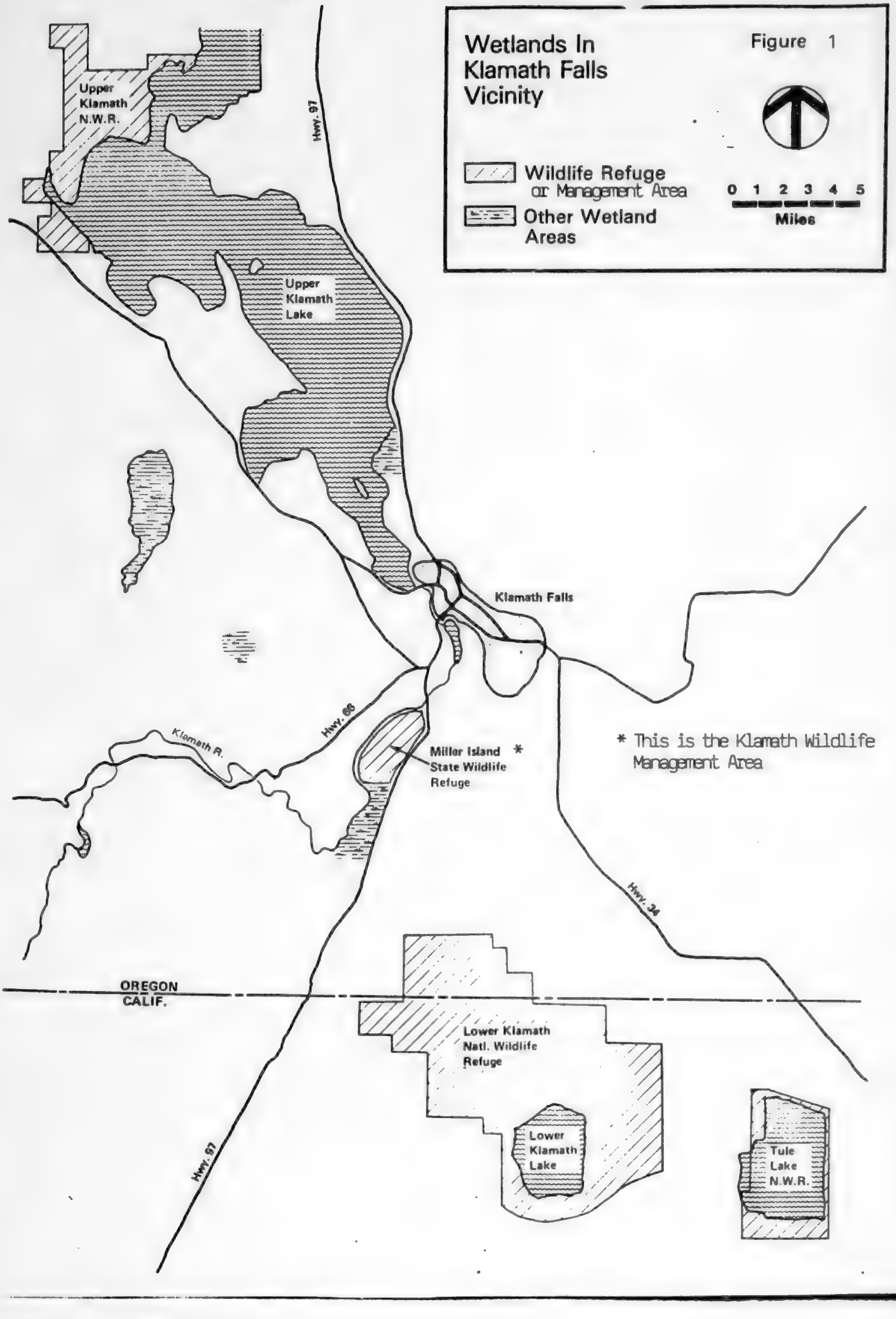
PROJECT DESCRIPTION

This project, as originally described in the Environmental Impact Statement which was published in 1980, consisted of two construction units, a western unit, and an eastern unit (entitled Units A and B, respectively). Together these two units would have connected Highway 97 located to the west of Klamath Falls, with Highway 39, located southeast of the city, allowing through traffic to bypass the urban area.

At this time, only the western portion, Unit A, is to be constructed within the foreseeable future. This wetland mitigation plan is intended to apply only to the impacts resulting from the construction of Unit A. A mitigation plan for the impacts of Unit B will be formulated after that project has been placed on the "Six-Year Highway Improvement Plan".

DESCRIPTION OF THE WETLANDS IN THE AREA

There are extensive and diverse wetlands within 25 miles of this project (Figure 1). There are numerous lakes in the area, the larger of these contain both deepwater and wetland habitat. Klamath Lake and Upper Agency Lake together total nearly 105 square miles. In addition, there are numerous shallow lakes occupying basins of interior drainage, and Lake Ewana, which is an impoundment of the Klamath River.



Wetlands In Klamath Falls Vicinity

Figure 1

Wildlife Refuge or Management Area
Other Wetland Areas
0 1 2 3 4 5
Miles
Upper Klamath N.W.R.
Hwy. 97
Upper Klamath Lake
Klamath Falls
Hwy. 66
Klamath R.
Miller Island State Wildlife Refuge *
* This is the Klamath Wildlife Management Area
Hwy. 34
OREGON
CALIF.
Lower Klamath Natl. Wildlife Refuge
Lower Klamath Lake
Tule Lake N.W.R.
Hwy. 97

Much of this wetland area is dedicated to wildlife management, particularly management of migratory waterfowl. According to Patton* (1979) "The Klamath and Tule Lake Refuges provide about 10,000 ha (more than 37 square miles) of wetland, managed as duck breeding ground;" and "The Klamath Basin is not a major wintering ground, but it is extremely significant as a stopover and resting area for all but the coastal branches of the Pacific Flyway. It is generally used by a high percentage of the waterfowl in the flyway. Use varies from year to year: in some years over six million ducks and geese have been counted in the Klamath Basin."

The Klamath River itself provides a considerable area of riverine wetland. The oxborn lakes, meander channels, and the system of irrigation/drainage canals that are linked to the river, provide wetlands of diverse size and hydroperiod, which have a wide range of functions and values. Numerous irrigation and drainage canals form an extensive network, particularly on the south and east of the Klamath River. These canals increase the interspersion of wetland-upland edge throughout an area which would otherwise consist largely of small grain agricultural habitat.

WETLAND IMPACT AREA CHARACTERISTICS

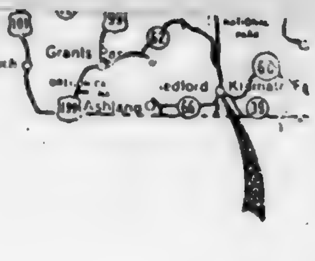
There are six locations (wetland impact areas or WIA's) at which wetland impacts would occur; these locations are shown in Figure 2. The total area of the wetland imapcts is 0.7 acre. Wetland Impacts Area's 1 through 5 occur on the eastern side of the river, and are all of a similar wetland type; WIA 6 is located on the western side of the river and differs from the other five WIA's in that it is a completely enclosed basin.

---

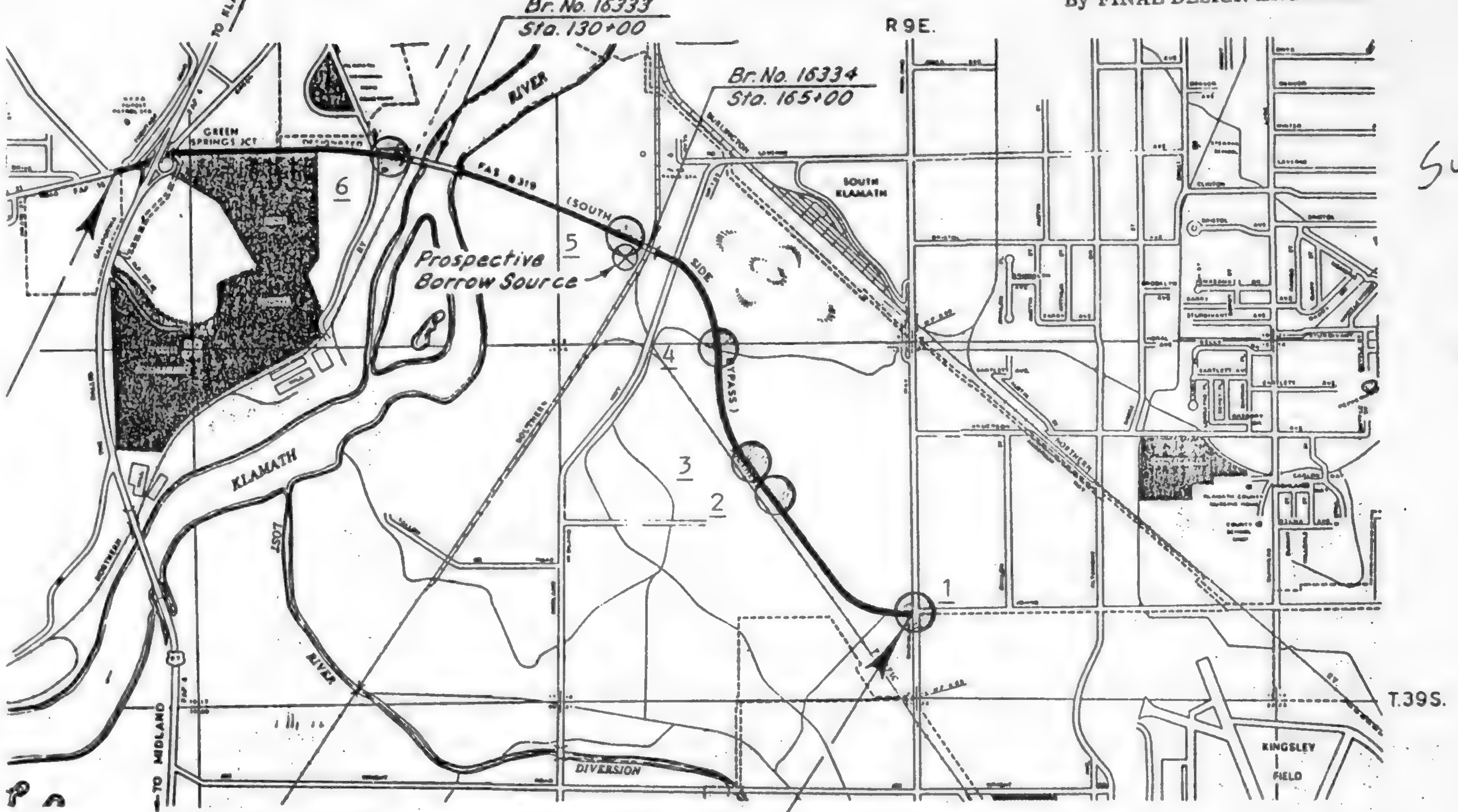
*Patton, C.P. 1976. Atlas of Oregon. University of Oregon Press.

KLAMATH COUNTY

........Mann ....Cuno ....Henry
........Easton ....Eriksen ....[✓ Gettis]
........Baker ....Anderson ....
........King......Bedford........Leu........
Return Discuss Do File Due ......
By FINAL DESIGN ENGINEER



Grants Pass
Medford
Ashland
Klamath F



Br. No. 16333
Sta. 130+00
Br. No. 16334
Sta. 165+00
R9E.
T.39S.
TO KLAMATH FALLS
GREEN SPRINGS JCT
SOUTH KLAMATH
FAS 8319
(SOUTH SIDE BYPASS)
Prospective Borrow Source
RIVER
KLAMATH
LOST RIVER
DIVERSION
TO MIDLAND
KINGSLEY FIELD
NORTHERN
1
2
3
4
5
6

Surfacing Design is being re
eliminate
NO
JOHN T. S

OCT 30 1980
H S COULTER

H.S. Coult

E S Hunter

END OF PROJECT
Sta. 235+90

N

Sketch Map
Scale 0 1200 2400 Feet

◯ WETLAND IMPACT LOCATION AND NUMBER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPA
FEDERA
APPROVED
FIELD OPE

FIGURE 2. APPROXIMATE LOCATION OF WETLAND IMPACTS

The six Wetland Impact Area's would be impacted in the following manner. Wetland Impact Area's 2, 3, and 4 result from crossing existing canals via culvert and fill construction. Long-term wetland losses would result from substituting culvert for open channel, and channel bank.

Wetland Impact Area's 1 and 5 would be impacted by a combination of culvert and fill construction, and channel relocation. The long-term impact to wetland would result from both the substitution of culvert for open channel, and a net reduction in the resultant wetland area of the channel and banks, in relocated sections.

Wetland Impact Area #6, located on the western side of Lake Ewana, is the only closed basin affected by the project; it would be permanently buried under the embankment of the proposed highway.

The functional characteristics of the wetland impact areas were evaluated using the technique published by the U.S. Army Corps of Engineers (Reppert, 1979*).

Five of the six wetlands affected by this project (WIA's 1, 2, 3, 4 and 5) consist of short sections of irrigation/drainage canal. These canals are often several feet deep and ten to twenty feet wide. The banks and channel support wetland vegetation which may include Scribner grass, waterwort, and patches of cattail and bulrush. The canals have the following characteristics which effect their functional values. The wetlands have a regularly linear shape; the transitional slope between wetland and upland is both steep and uniform. Consequently, the amount of edge per linear foot ditch is high, but could be considerably higher. These wetlands are all contiguous with one another, and with the Klamath River, via a complex pattern of canals.

---

*Reppert, R.T., W. Sigleo, E. Stakhiv, L. Messman, and C. Meyers. 1979. Wetland Values, Concepts and Methods for Wetlands Evaluation. U.S. Army Corps of Engineers, Ins. for Water Resources, Ft. Belvoir, Va.

Although the total combined area of wetlands created by this complex of canals is considerable, the zone of wetland habitat is narrow. The canals, at the point of impact (the WIA) are permanently flooded. None of these wetlands are located within wildlife sanctuaries, refuges, or management areas.

These five wetland impacts areas (WIA's 1 through 5) are considered of moderate value for their natural biological and hydrologic support functions, and are considered to be of low value for the remainder of the primary wetland functions and all of the cultural values.

The sixth WIA is located west of the Klamath River. It appears to be one of the two remnants of the river channel which have been isolated from the river by construction of a railroad embankment. This WIA appears to have been partially filled in from the south and the west. This is a small closed basin, which is roughly circular, having a diameter of approximately 160 feet; the upland transition is moderately sloped, and regularly shaped; as a consequence, the edge between upland, and wetland is narrow and well defined. This wetland belongs in the palustrine system and would be further classified as having emergent vegetation, and as being filled.

This wetland is hydrologically isolated from other surface waters, but is probably connected to the basin lying to the north during high water. Groundwater percolation appears to be the most likely source of water for this basin.

General habitat conditions are of moderate value. The edge that is created by the emergent vegetation is of low contrast with adjoining upland grass and barrens.

Primary production appears to have been reduced by the dumping of wood chips into the basin. Furthermore, production cannot be transported from the basin because of its isolation; consequently, downstream food chain support is low.

The amount of edge is decreased by the regularity of shape and transitional slope as well as an absence of open water. The WIA is not suited for aquatic studies nor is it a part of any wildlife sanctuary or refuge.

The basin has little opportunity to function as shoreline protection storm or flood storage or groundwater recharge. Because it is a small internal basin with restricted water supply it probably acts as a sink for woodchip pollutants entering the basin.

Wetland Impact Area #6 has no direct or indirect value to any commercial fishery and produces no regularly harvestable renewable resource. Of the remaining culturally perceived values (recreation, aesthetics, historic or archeoloigcal, and "special values") all would be valued low with the possible exception of aesthetics value which could be considered moderate.

The basin is considered to be of low value for each of the seven primary functions (Biological, Study or Sanctuary, Shoreline protection, Storm and Flood water storage, Groundwater recharge, and Water purification) and has been rated "low" for the six cultural values as well; these are commercial fisheries, renewable resources, recreation, aesthetics, historical or archeological value, and special values).

MINIMIZATION OF WETLAND IMPACTS

Highway location and design have been planned in order to minimize the impacts of the project on the natural, and socio-economic environment; in doing so the location of the project tends to minimize the effects of the project on wetlands. Wetlands crossings are nearly perpendicular to the axis of the wetlands being crossed, particularly so with respect to the major bodies of water. Crossings have been located where the wetlands area and the floodplain are the narrowest. The bridge spanning Lake Ewana, the major wetland along the alignment, has been designed so that construction is located above the ordinary water level of the lake, while portions of the construction which are located between ordinary high water and high water (i.e., the 66 year flood level) are to be riprapped to reduce erosion, turbidity and sedimentation. Nevertheless, there will be unavoidable wetland impacts which require mitigation.

MITIGATION OF UNAVOIDABLE WETLAND IMPACTS

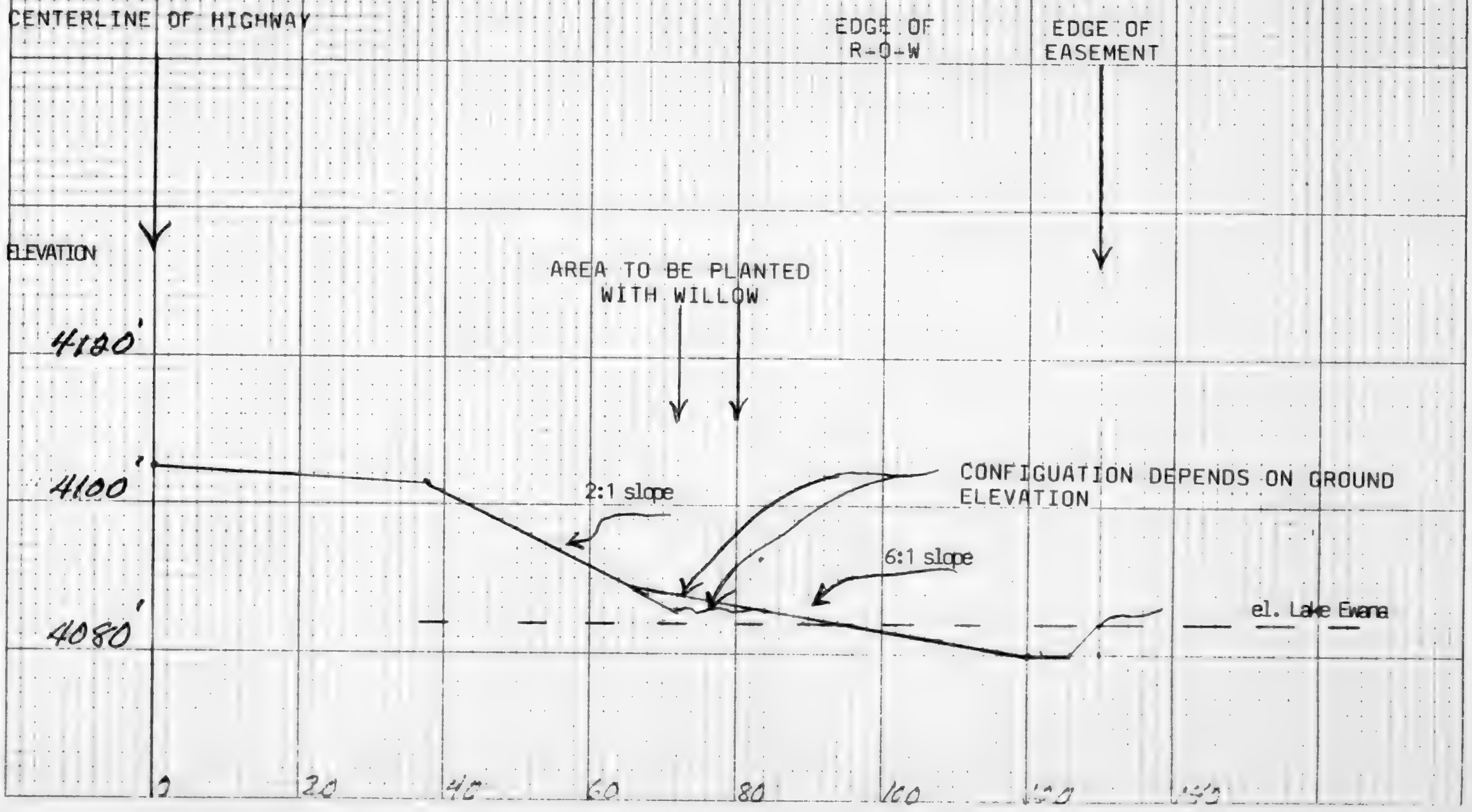
The goal of this plan is to create new wetlands to replace an equal area of lost wetlands; the replacement wetlands are intended to be of greater functional value that the wetlands which would be lost. A mitigation site has been selected and the concepts presented in this plan have the tentative approval of the district biologist of the Oregon Department of Fish and Wildlife, who has been consulted during the preparation of the plan.

The site is located on the southeastern side of the proposed bridge over the Klamath River (Lake Ewana), and would be located near the base of the highway embankment and within the limits of the combined highway right-of-way and easement (refer to the project plans, page 5) and to Figure 2. At this site the area between the toe of the fill and the edge of the easement will be excavated in such a manner that a broad, flat ditch will be formed. It would connect with Lake Ewana on the western end, and extend easterly along the southern side of the highway embankment. The total area of wetland replacement would be 0.7 acre, and the approximate dimensions of the excavation would be 660 feet long and 46 feet wide (Figures 3 and 4).

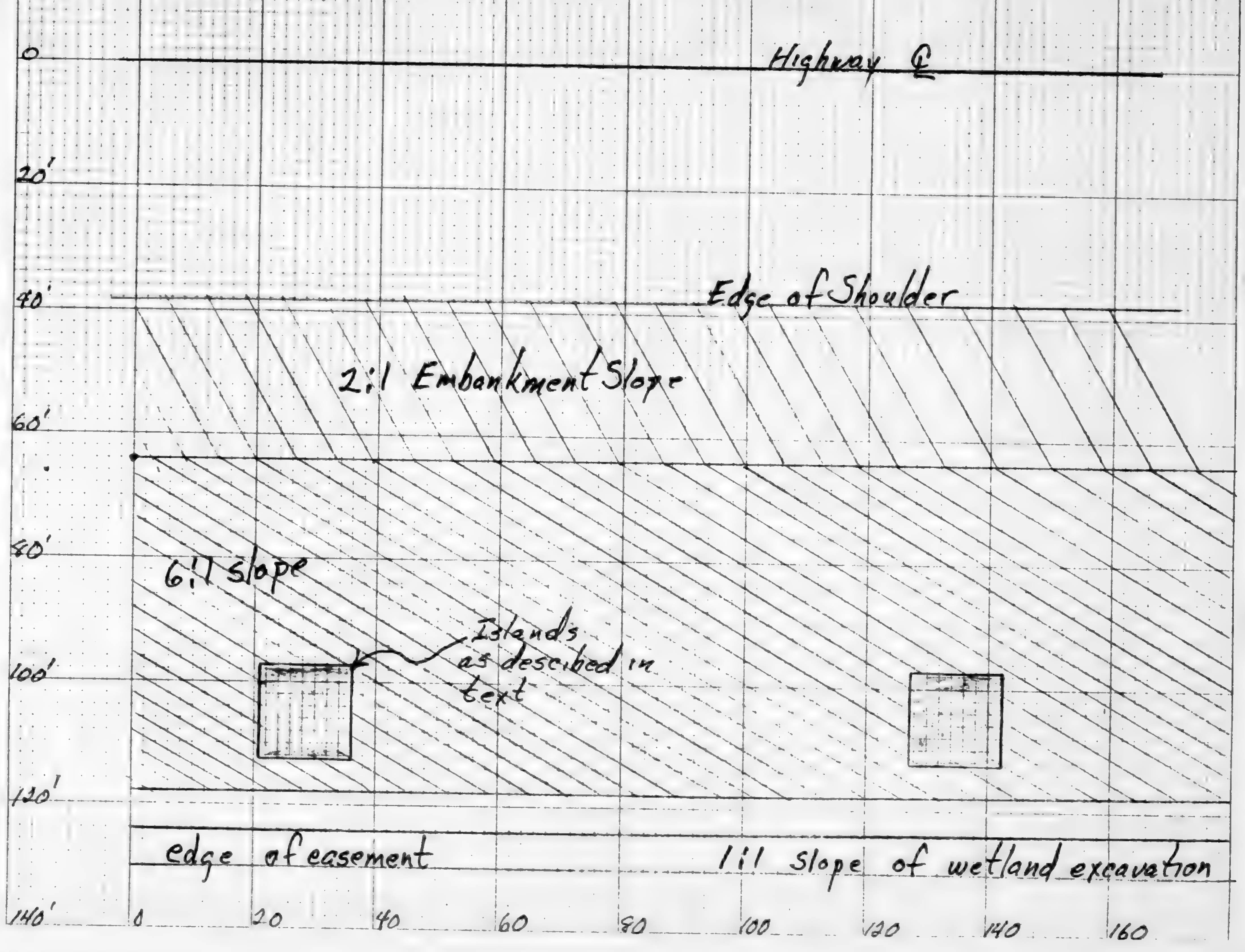
The maximum depth (estimated as feet below the ordinary water elevation of Lake Ewana = 4084 feet) of the excavation would be approximately four feet at the shore of the lake. Five island would be created within the excavated area. The tops of these islands would be 15 feet on a side, and the tops would be approximately 1-1/2 feet above the ordinary water level of the lake (i.e., the tops would be 4085.5 feet). These islands are expected to provide nesting or resting sites which would be safe from non-swimming predators. The distance between each island, and between the islands and the edge of the wetlands is to be maximized, in order to reduce the adverse effects of territorial behavior between nesting geese.

A zone of willow will be planted between the highway embankment and the wetland in order to provide some screening. The Oregon Interagency Guide for Conservation and Forage Plantings recommends the use of "coyote", "silverleaf", or "McKenzie" willows for plantings nearest to the wetland edge. (Salix _exigue_, _S_. _argophylla_, and _S_. _machenziana_ respectively).
In the capillary zone nearest to the highway embankment, Pacific, whiplash, and peachleaf willow are recommended (_S_. _lasiandra_, _S_. _caudata_, or _S_. _amygdaloides_ respectively).

FIGURE 3. SKETCH OF THE PROPOSED WETLANDS MITIGATION : KLAMATH FALLS SOUTHSIDE BYPASS
STATION 134+00 to 140+60


CENTERLINE OF HIGHWAY
EDGE OF R-O-W
EDGE OF EASEMENT
ELEVATION
4120'
4100'
4080'
AREA TO BE PLANTED WITH WILLOW
2:1 slope
CONFIGUATION DEPENDS ON GROUND ELEVATION
6:1 slope
el. Lake Ewana
0
20
40
60
80
100
120
140

GURE 4. SKETCH IN PLAN VIEW OF WETLAND IGITATION


Highway ℄
Edge of Shoulder
2:1 Embankment Slope
6:1 slope
Islands as descibed in text
edge of easement
1:1 slope of wetland excavation
0
20'
40'
60'
80'
100'
120'
140'
0
20
40
60
80
100
120
140
160

1. 10,171

Southside Bypass Klamath Falls

SUMMARY

	FUNDING	6'-Shldr	8'-Shldr	Dif.
Cont. #1 SH	FAS	$2,347,000	$2,556,000	$209,000
Cont #2 Grade	County	1,230,400	1,263,700	33,300
Cont #3 Surf.	FAS-C	2,348,000	2,471,500	$123,500
	88 FL -12 – 6 Shld 6 Co			8000
TOTALS		$5,925,400	$6,291,200	$365,800

Earl Kessler

882-2501

Oct 1, 1985 1,238,088 = 8.92 years

Committed 1,100,000 Committed

	6' Shldr	8'- Shldr
BNRR O'Xing & Klamath R. (960')	$1,854,000	$2,063,000
SPRR O'Xing (180')	(493,000)	493,000
TOTALS FAS	$2,347,000	$2,556,000

Klamath R. - Washburn Way
Grading Only

	6' Shldr	8'- Shldr
County Funds	$1,230,385	$1,263,669

Green Springs Inter - Washburn Way
Grading: Green Spgs-To Klamath R.
Surfacing: Gree. Spgs To Washburn Way

	6' Shldr	8'- Shldr
FAS-C Funds	$2,348,078	$2,471,516
TOTALS	$5,[illegible]63	$6,2[illegible]

6-14-84

RR 7-4-1

~~ROW 18-2~~

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. B. Boyd, PE, PLS
Right of Way Manager

DATE: August 6, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RAILROAD COMPANIES
FILE No. 1191

SUBJECT: The Dalles/California Highway -
Washburn Way Section
Southside Bypass
Klamath County
ODOT Agreement No. RR-1191
File 53999

Attached is the State's fully executed counterpart of an Easement Indenture covering the subject project.

Please have the easement recorded and furnish me with the recording data. Upon completion of the recording process, please send the original of the easement to Mr. Gormsen.

RDT:jr
attach.

cc: D. E. Wilken w/attach.
Don Trout w/attach. (2)
Dale Allen w/attach. (2) - please give a copy to the Project Manager
Bob Gormsen w/attach. ✓
Harold Brainerd w/attach.

Filed in agt. book
8/20/85

RECEIVED
AUG 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

[illegible]

7-5-85

Roger

On RR 1191 with Southern Pacific we received the fully signed copy of the contrn. agreement but did not receive a fully signed copy of the easement indenture. Is that correct?

RAILROAD COMPANIES
FILE No. 1191

Fran Neavoll

S.S. ByPass

FRAN —

That is correct. We have not yet received a fully signed copy of the easement.

Roger

RECE
JUL - 5 1985
RR & UTILITY

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 3, 1985

Mr. G. L. Murdock, Engineer
Maintenance of Way
Southern Pacific Building
One Market Plaza
San Francisco, CA 94105

RE: The Dalles/California Hwy.-
Washburn Way Section
Southside Bypass
Klamath County
File 53999
SPTC File E 912454/323
Crossing CF-427.0-A

Dear Mr. Murdock:

Attached are the duplicate counterparts of Easement Document and Construction/Maintenance Agreement relative to the subject project. The documents have been signed on behalf of the State of Oregon and are being returned to your office for further handling.

We will look forward to receiving a fully executed copy of these documents.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
attach.

cc: J. B. Boyd w/attach.
D. D. Allen w/attach.
Harold Brainerd w/attach.
Bob Gormsen w/attach.

6/21/85
Called Roger re:
an original fully
signed agr.
He said they
are waiting for one
from Southern Pacific
& as soon as he receives
one - we will get one

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 3, 1985

Mr. G. L. Murdock, Engineer
Maintenance of Way
Southern Pacific Building
One Market Plaza
San Francisco, CA 94105

RE: The Dalles/California Hwy.-
Washburn Way Section
Southside Bypass
Klamath County
File 53999
SPTC File E 912454/323
Crossing CF-427.0-A

Dear Mr. Murdock:

Attached are the duplicate counterparts of Easement Document and Construction/Maintenance Agreement relative to the subject project. The documents have been signed on behalf of the State of Oregon and are being returned to your office for further handling.

We will look forward to receiving a fully executed copy of these documents.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
attach.

cc: J. B. Boyd w/attach.
D. D. Allen w/attach.
Harold Brainerd w/attach.
Bob Gormsen w/attach.

RECEIVED
JUN 04 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 734-3122

10,171

7-18-85

INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	
1	Title Sheet	REGISTERED PROFESSIONAL ENGINEER 8482 OREGON JULY 11, 1969 RICHARD A. KUEHN
2,2A,2A-2	Typical Sections & Details	
2B, 2B-2, 2B-3, 2B-4, 2B-5	Stage Construction, Temporary Protection & Direction Of Traffic	
2C	Pipe Data	
2D	Prospective Material Source	
2E	Summary	
3	Plan	
3A	Profile	
4-10 Incl.	Plan & Profile	

STATE OF

DEPARTMENT OF T

STATE HIGHW

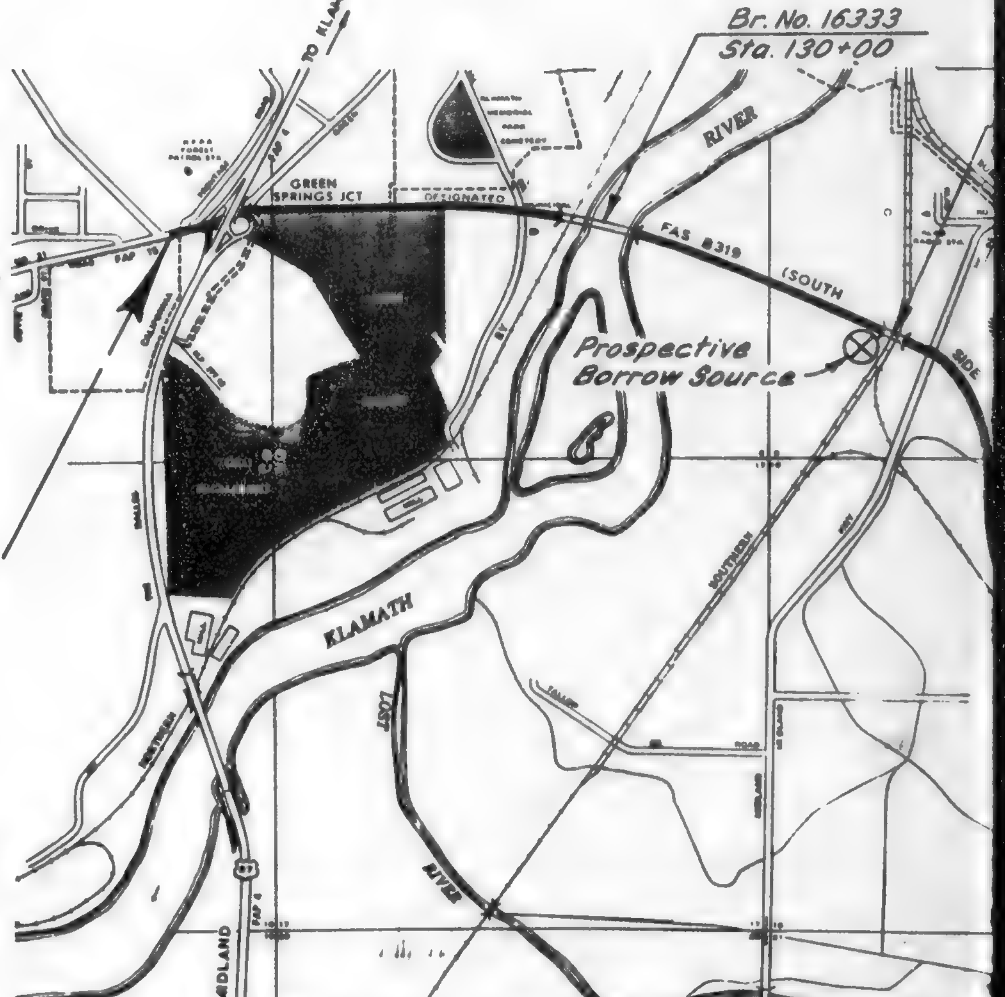
PLANS FOR PROPO

THE DALLES / CALIF. HWY.

FAS B319 (SOUTH

KLAMATH C

PRELIMINARY COPY
SUBJECT TO CHANGE


TO KLAMATH FALLS
Br. No. 16333
Sta. 130+00
GREEN SPRINGS JCT
DESIGNATED
TO KENO
RIVER
FAS B319
(SOUTH
SIDE
Prospective Borrow Source
KLAMATH
LOST
RIVER
TO MIDLAND
DIVERSION
SOUTHERN

BEGINNING OF PROJECT
Sta. 78+99.99

END OF PROJECT
Sta. 235+90

Sketch
Scale 0 1200

FORM NO 734 1703

THE DALLES/CALIF. HWY. - WASHBURN WAY SEC. FAS B319 (SOUTH SIDE BYPASS) KLAMATH COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

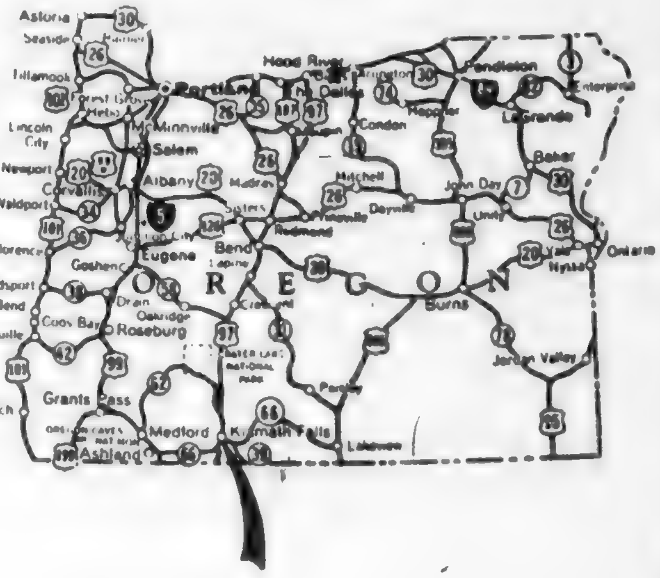
PRELIMINARY COPY
JUN 20 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

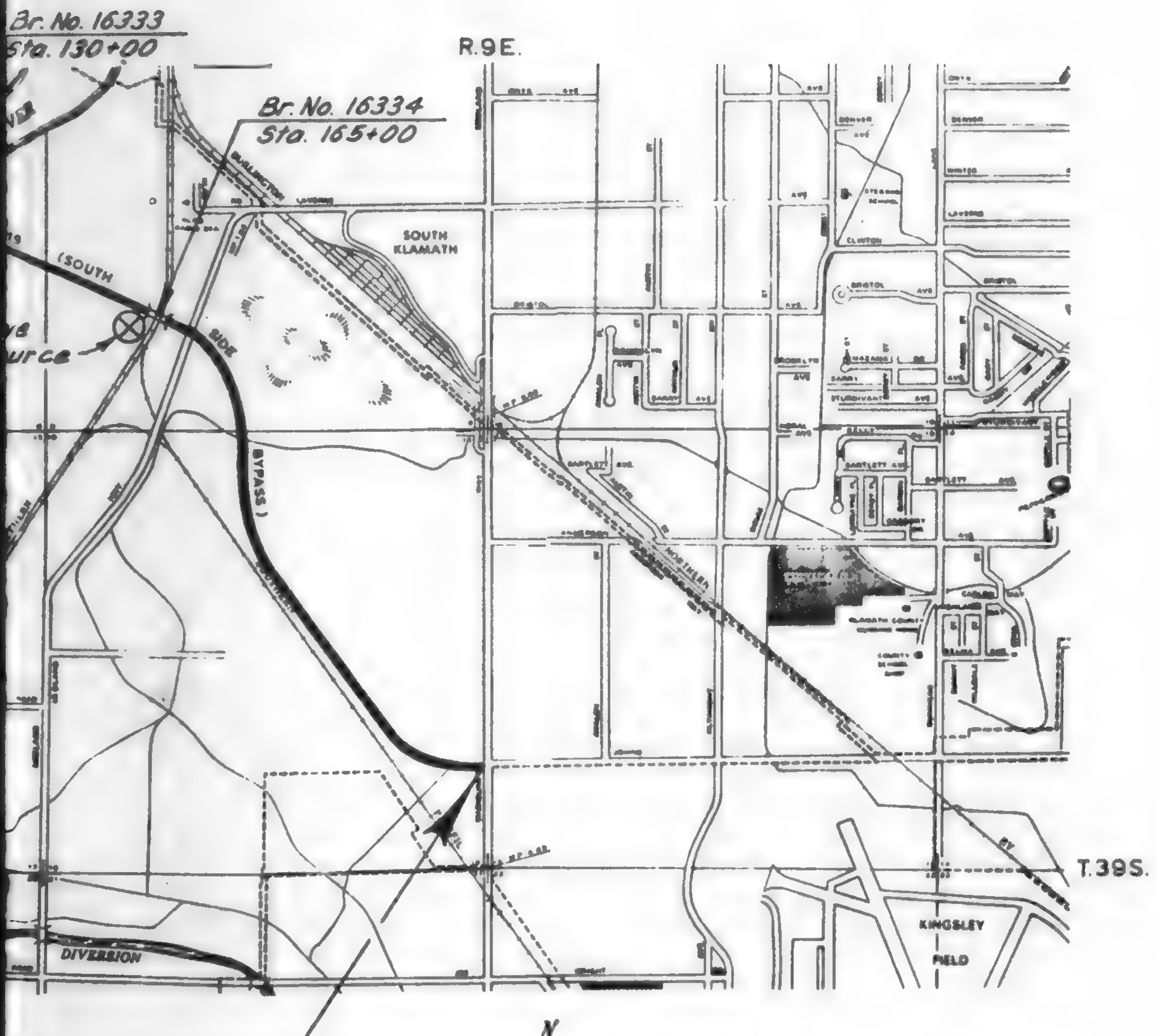
AS REVISED

. HWY. - WASHBURN WAY SEC.

19 (SOUTH SIDE BYPASS)

KLAMATH COUNTY


Astoria
Seaside
Tillamook
Forest Grove
Portland
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Goshen
Reedsport
North Bend
Coos Bay
Coquille
Drain
Oakridge
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Hood River
The Dalles
Condon
Heppner
Pendleton
Enterprise
La Grande
Baker
John Day
Mitchell
Dayville
Madras
Redmond
Bend
Burns
Ontario
Jordan Valley
OREGON


Br. No. 16333
Sta. 130+00
R.9E.
Br. No. 16334
Sta. 165+00
SOUTH KLAMATH
(SOUTH SIDE BYPASS)
urce
T.39S.
KINGSLEY FIELD
DIVERSION

N

Sketch Map
Scale 0 1200 2400 Feet

APPROVED July 18 85
BOARD OF COMMISSIONERS OF Klamath COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

H S COULTER

EDGAR S HUNTER

H.S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

jc

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(2)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Klamath
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 50249
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE July 17, 1985
8. FEDERAL ROUTE NUMBER Secondary B319
9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION:
The Dalles/Calif. Hwy. - Washburn Way (Southside Bypass) Section
11. GENERAL DESCRIPTION OF WORK
Right-of-Way
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 7-8-85 you are authorized to proceed with all phases of Right-of-Way acquisition for files 52168, 52177 and 53859 as shown on R/W Map 9B-19-5 at a TEC of $75,000 - F.F. $66,112.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 22 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
7/22

14. DATE 7/18/85
15. SIGNATURE OF APPROVING OFFICIAL John A Wickman
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible] 7-4-1
K. Falls
S.P.

July 16, 1985

Klamath County Board of Commissioners
Courthouse
316 Main Street
Klamath Falls, OR 97601

AGR 4-2

Attention: Evelyn Biehn
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8154

Attached for your files is a fully executed copy of a supplemental agreement covering construction of the South Side By-Pass from Green Springs Interchange to Washburn Way.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10,171

[illegible] 7.4.1
[illegible]
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Cartwright
Utility Engineer

DATE: July 11, 1985

FROM: Jeff Gower Jeff Gower
Region Design Specialist

SUBJECT: Crossing Agreement
South Side Bypass

RECEIVED
JUL 12 1985
ROAD DESIGN SECTION
RDE
1 FDE RK
LE
SE
FPC
PDE
LFE
GTE
BPC
FDS
CAD
Copy All
Return To
B/U / /
(TO FILE)

Attached is the Crossing Agreement for The Dalles/California Highway--Washburn Way Section of the South Side Bypass. Please distribute copies of this agreement to the appropriate individuals.

If you have any questions regarding this agreement please call me at 388-6191.

JG:br

Enclosures

RECEIVED
JUL 12 1985
RR & UTILITY UNIT

XC: J.B Boyd
D. O. Christensen ✓ 7-12-85

81-125-1387

United States Department of the Interior

BUREAU OF RECLAMATION
MID-PACIFIC REGION
KLAMATH PROJECT
6600 WASHBURN WAY
KLAMATH FALLS, OREGON 97603-9365

IN REPLY REFER TO
KO-440
780.10

JUN 2[illegible] 1985

Richard O. Havig, Region Utility Specialist
P.O. Box 5309
Bend, OR 97708

Dear Mr. Havig:

Reference: Crossing Agreement - The Dalles-California Highway Washburn Way Section South Side Bypass, Klamath County Master Crossing Agreememt #14-06-200-8449A

The crossings detailed in your May 20, 1985, letter are approved. An original of a location map has been signed and is enclosed.

Sincerely,

Dan M. Fults

Dan M. Fults
Project Manager

Enclosure

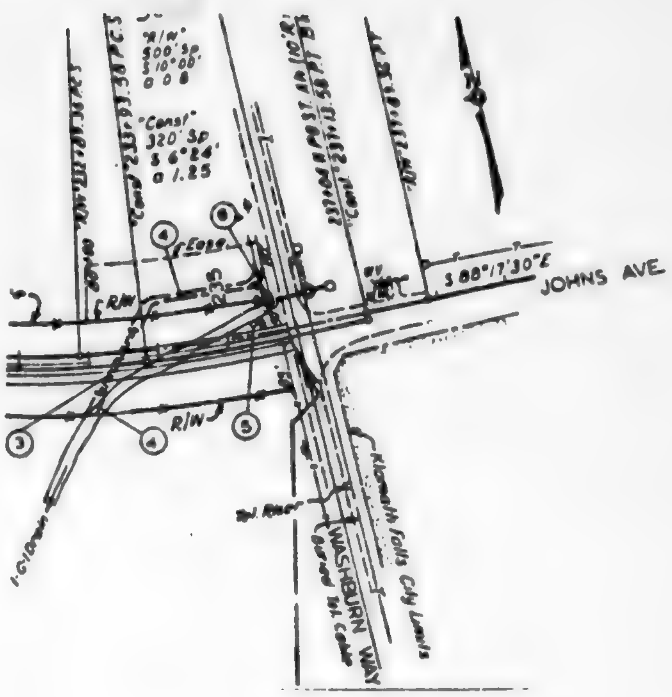
ROM RE ROE RAS FAS
RTS RECEIVED GEO
RUS JUN 24 1985
RSO REGION 4 RBI
ASSIGNED ____________

① Sta 233+40
Inst Double 48" Culv Pipe - 210'
Tr. Exc 250 C.Y.

④ Const. Channel Change Lt. & Rt.
8' Bottom, 2:1 Slopes

⑤ Sta 235+40 Lt.
Adj. Extg. Irr. Pump
(Extra Work)

⑥ Sta 235+70 Lt.
Const Manhole
Connect To Extg 36" Culv. Pipe
Inst 36" Culv. Pipe - 34'
Tr. Exc. 30 C.Y.


"R/W"
500' Sp.
S 10°00'
0 0 8
"Const"
320' Sp
S 6°24'
a 1.25
④
⑥
⑤
③
④
R/W
R/W
S 88°17'30"E
JOHNS AVE
Tel. Riser
Klamath Falls City Limits
WASHBURN WAY
Buried Tel. Cable
1-G-1 Drain

LOCATION #1
1-G-1 DRAIN

THIS IS THAT DRAWING REFERRED
TO IN THAT CERTAIN JOINT USE
Contract [illegible] DATED December 20, 1976

Regional Real Estate Officer
Contract No. 14-06-200-8449A

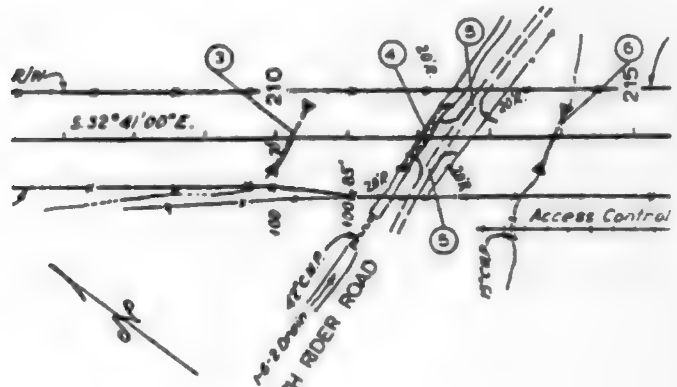
Sec.16, T.39S, R.9E., W.M.

③ Sta 210+25
Inst. 18" Culv. Pipe - 90'
Const Paved End Slopes Lt. & Rt.
Tr. Exc 25 C.Y.

④ Sta 212+10
Inst. Double 48" Culv. Pipe - 220' (Total)
Tr. Exc 80 C.Y.

⑤ Sta. 212+45 Lt. & Rt.
Const. Appr - 2 (Total)

⑥ Sta 213+90
Inst. 18" Culv. Pipe - 80'
Const Paved End Slopes Lt. & Rt.
Tr Exc. 20 C.Y.


R/W
S 32°41'00"E.
③
④
⑤
⑥
210
215
Access Control
DITCH RIDER ROAD

LOCATION # 2
1-G-2 DRAIN

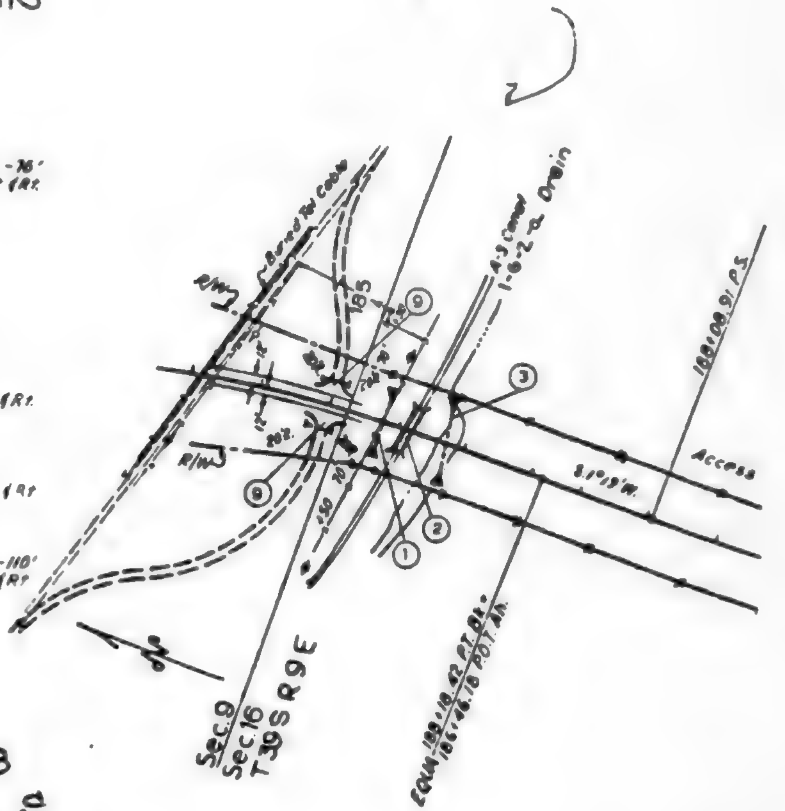
① Sta 185+80
Inst 18" Arch Type Culv Pipe - 76'
Const Paved End Slopes Lt. & Rt.
Tr Exc. 25 C.Y.

② Sta 186+15
Const R.C.B.C - 66'
Conc - 55 C.Y.
Reinf. - 12,000 LBS
Tr. Exc. 60 C.Y.

③ Sta 186+70
Inst 24" Culv. Pipe - 110'
Const Paved End Slopes Lt. & Rt.
Tr Exc 50 C.Y.

④ Sta 190+80
Inst. 18" Culv. Pipe - 112'
Const Paved End Slopes Lt. & Rt
Tr. Exc 30 C.Y.

⑤ Sta 194+50
Inst 24" Arch Type Culv Pipe - 110'
Const Paved End Slopes Lt & Rt
Tr. Exc 60 C.Y.


Buried Tel Cable
R/W
R/W
185
⑨
⑨
③
②
①
A-3 Canal
1-G-2-A Drain
188+08.91 P.S.
Access
S 1°19'W.
Sec.9
Sec.16
T39S R9E
EQUA. 188+18.42 P.T. Bk.
186+86.18 P.O.T. Ah.

LOCATION # 3
A-3 LATERAL &
1-G-2-A DRAIN

EXHIBIT A
SHEET 1 of 2

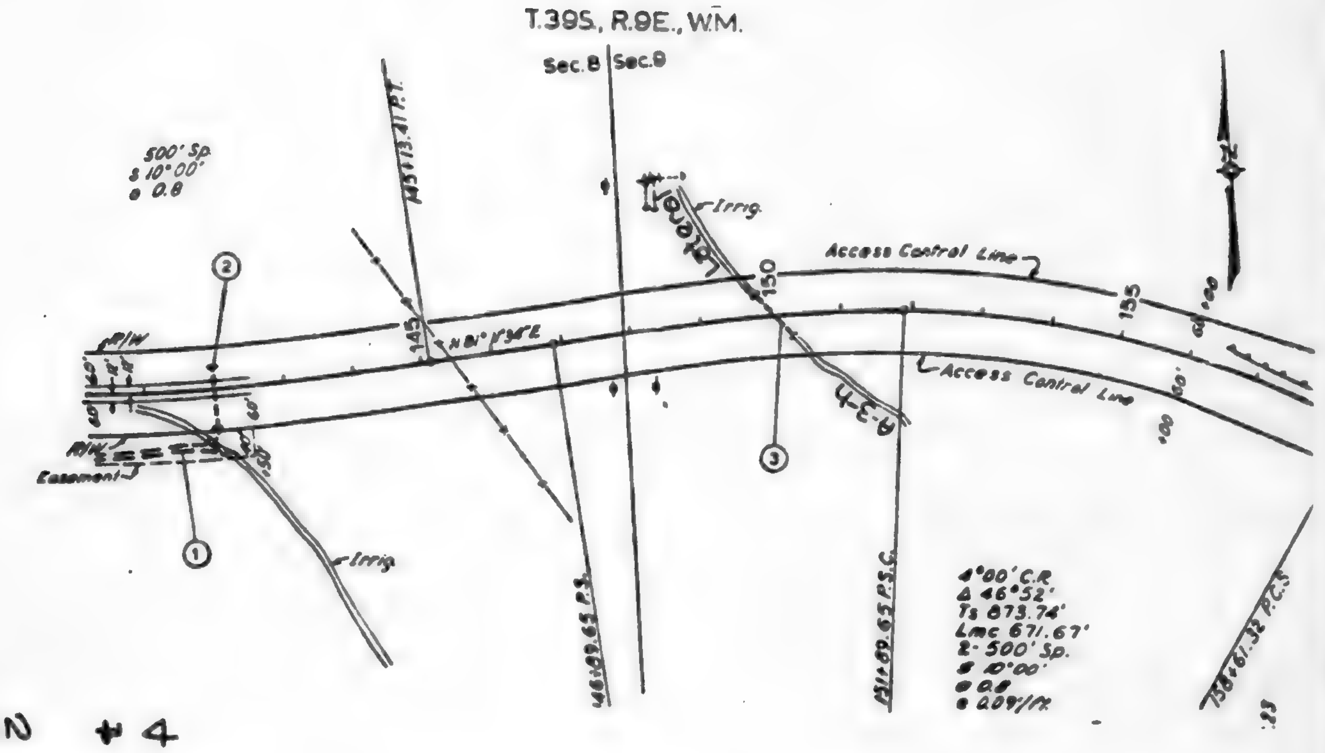
THIS IS THAT DRAWING REFERRED
TO IN THAT CERTAIN JOINT USE
Contract DATED December 20, 1976
JUN 12 1985
Regional Real Estate Officer
Contract No. 14-06-200-8449 A

① Const Irrig Ditch
See Sht. 5, Note 5

② Sta 142+00
Inst. 18" Irrig Pipe - 88'
Const Outlet Ditch
2' Bottom, 1½:1 Slopes
Tr. Exc - 30 C.Y.
Dr. Exc - 4 C.Y.

③ Sta 150+00
Inst. 24" Culv. Pipe - 80'
Tr. Exc - 20 C.Y.

④ Const Guard Rail
Flare Rate 13:1, W=8.8', E=0
Const Anchors - 2 (Type I Mod) (Total)
Bury Ends In Cut
See Sht. 7, Note 3


T.39S., R.9E., W.M.
Sec. 8
Sec. 9
500' Sp.
$ 10°00'
e 0.8
143+13.41 P.T.
N 81° 13' 34" E
145
150
155
Irrig.
Lateral
A-3-h
Access Control Line
Access Control Line
R/W
R/W
Easement
Irrig.
146+09.65 P.S.
151+09.65 P.S.C.
4°00' C.R.
Δ 46°52'
Ts 873.74'
Lmc 671.67'
2-500' Sp.
$ 10°00'
e 0.8
e 0.09'/ft.
158+61.32 P.C.S.
N
①
②
③

LOCATION # 4
A-3-h lateral

EXHIBIT A
SHEET 2 of 2

10,171

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 8, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50249
Project No. RS-B319(2)
The Dalles/California Highway - Washburn Way Section
County Road
Klamath County

Enclosed is data consisting of PR-1 forms, project map, and right-of-way Map No. 9B-19-5 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way files 52165, 52177, and 53859 at an estimated total cost of $75,000 with an obligation of $66,112 in federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way map and do not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

Enclosed are copies of a project agreement estimate and project agreement (PR-2) for the project.

CPL:me
Encl.
cc: J. Boyd
D. Aman
General Files

Form 734-3122

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID
(PP

7/8/85

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Jct. SR 66 & US 97 to S.E. 2.8 mi. 21 65	**ADT**	PRESENT *- - -	FUTURE - - - (66) (70)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way Acquisition 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)
	DA AREA (71)	EMERG. YR. (72) (73)	PL.A (74)		

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME
	NAME OF URBAN AREA - - - 17-31	ROUTE NO. S
		FEDERAL- B31

ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**	01	"The Dalles/California Hwy. - Washburn Way Section"	2.8	75,000	66,112
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY CPL:me	PROJECT TOTALS	2.8	75,000	66,112
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

*No existing facility

Key No. 02543

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

. 2.8 mi. 65	**ADT**	PRESENT *- - -	FUTURE - - - (66) (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (6)	ITEM NO. 50249 (14) (18)

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER B319 (2) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME	Klamath		CODE 035 (14) (16)		PROGRAM STAGE
ROUTE NO. S	FEDERAL-AID B319 UC (32)	STATE Co. Rd. (36)	U.S. (37) --- (41)		☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
rnia ay	2.8	75,000	66,112	8,888	- - -	
ECT ALS	2.8	75,000	66,112	8,888	- - -	
		(16) (23)	(24) (32)			

*No existing facility

REMARKS

Additional Data Item S-111
Project No. RS-B319(1)

-OVER-

USCOMM DUSCOMM-DC 48903-P61

Project Data: Work consists of right-of-way acquisition all phases necessary to acquire three properties consisting of files 52165, 52177, and 53859 for the future construction on new alignment to provide for two travel lanes with 8-foot shoulders.

23 CFR 771 Requirements: Final Environmental Impact Statement approved on April 4, 1980.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Held on May 1, 1978
b) Location/Design --- Granted by approval of the FEIS.

Note: 1) This project is in Congressional District No. 2.
2) No relocation assitance involved.

Oregon State Highway Division
Salem, Oregon July 8, 1985

Federal-Aid Project No. RS-B319(2)

The Dalles/California Hwy. - Washburn Way Section
County Road
Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code ROWA
Right-of-Way (Sta. 90+00 to Sta. 236+00)

Right-of-Way	All Required	$ 60,000.00
	Subtotal	$ 60,000.00
	Acquisition Expense	$ 15,000.00
	Total	$ 75,000.00

Length of Project ------------------ 2.798 mi.

Federal Funds (88.15%)	$ 66,112.00
State Funds	8,888.00
Total	$ 75,000.00

Group 011: 100% Group 010: 0%
Prefix: 518-25
Appn Code: 075

CPL:me

10,171

6-85

```
                                     TOT      N1                                                       207.69
                                  ** JOB TOTALS **          863.66  **         7,407.49  **         40,497.64  **

SOUTH SIDE BY-PASS FAS 959   CONT NO       FA PROJ NOS RS  83;9001 100                                                 STATE
                                   518     1920      296       00 N 9                          38,798.90CR        319,150.00CR
                                   518     1920      297       00 N 9                                              18,850.00
                                   518     1920      298       00 N 9                          38,798.90          300,300.00
                                   518     1920      901       00 P 1          496.75           4,131.00           66,640.52
                                   518     1920      901       00 N 1                                               2,907.20
                                   518     1920      904       00 P 1                                              61,670.00
                                   518     1920      905       00 P 1        1,297.77          22,607.11           33,960.95
                                   518     1920      906       00 P 1            8.93CR         1,994.11            3,249.49
                                   518     1920      907       00 P 1             .12CR            26.65            3,019.31
                                   518     1920      909       00 P 1           28.74             985.42           13,023.02
                                   518     1920      910       00 P 1            4.97CR         1,873.93           22,285.92
                                   518     1920      911       00 P 1           36.23CR         8,290.97           16,408.80
                                   518     1920      913       00 P 1             .27CR            59.32              311.49
                                   518     1920      914       00 P 1            1.10CR           291.77            1,921.46
                                   518     1920      915       00 P 1                                               1,513.03
                                   518     1920      916       00 P 1                                               3,340.30
                                   518     1920      917       00 P 1                                               4,350.22
                                   518     1920      918       00 P 1             .80CR           201.50           37,057.42
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985         PAGE 1116

                                                                                   FISCAL           GRAND TOTAL
        DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                                   518     1920      920       00 P 1                                                 186.64
                                   518     1920      921       00 P 1            5.20CR         1,524.42            1,524.42
                                   518     1920      922       00 P 1             .45CR           117.55              122.08
                                   518     1920      923       00 P 1            4.16CR           922.46           43,401.58
                                   518     1920      923       00 N 1                                                   1.55
                                   518     1920      926       00 P 1          131.75             776.23           26,995.41
                                   518     1920      926       00 N 1                                                 123.99
                                   518     1920      927       00 P 1           26.28CR         5,918.70            8,419.65
                                   518     1920      932       00 P 1          332.20           2,188.72            2,502.10
                                   518     1920      934       00 P 1            3.25CR           749.85              749.85
                                   518     1920      935       00 P 1        1,302.74           7,073.23            7,760.98
                                   518     1920      937       00 P 1            1.58CR           455.14            2,716.65
                                   518     1920      939       00 P 1                                               1,229.73
                                   518     1920      949       00 P 1             .17CR            38.47               38.47
                                   518     1920      950       00 P 1            1.06CR           234.75              519.26
                                   518     1920      980       00 P 1                                               2,899.23
                                                     TOT       P1            3,495.38          60,461.30          367,817.98
                                                     TOT       N1                                                   3,032.74
                                                  ** JOB TOTALS **           3,495.38  **      60,461.30  **      370,850.72  **

DIVERSION CANAL (JOE WRIGHT)  CONT NO      FA PROJ NOS RS  B303001 100                                                 STATE
                                   518     1965      296       00 N 9                                              10,124.64CR
```

Tra 7-4-1
K. [illegible]

ROW 18-2

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bob Gormsen, Manager
Commission Services

DATE: June 26, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: The Dalles/California Highway-
Washburn Way Section
Southside Bypass
Klamath County
ODOT Agreement No. RR-1193

RAILROAD COMPANIES
FILE No. 1193

Attached is the State's fully executed counterpart of a construction/ maintenance agreement for the subject project.

RDT:jr
attach.

cc: D. E. Wilken w/copy
Don Trout w/ 2 copies
D. D. Allen w/ 2 copies - Please give a copy to the Project Manager.

RECEIVED
JUN 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

Jim [illegible]

ROW 18-2

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bob Gormsen, Manager
Commission Services

DATE: June 21, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: The Dalles/California Highway-
Washburn Way Section
Southside Bypass
Klamath County
ODOT Agreement No. RR-1193
File 54103

RAILROAD COMPANIES
FILE No. 1193

Attached is the State's fully executed counterpart of a Right of Entry Permit from Burlington Northern Railroad Company regarding the subject project.

RDT:jr
attach.

cc: D. E. Wilken w/copy
Don Trout w/ 2 copies
D. D. Allen w/ 2 copies
Harold Brainerd w/copy
J. B. Boyd w/copy

7/5/85 [illegible]

81-125-1387

10,171

June 7, 1985

PRU

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Bldg.
334 Main Street
Klamath Falls, OR 97601

Dear Mr. Kessler:

SUBJECT: Early Advance Deposit
South Side By Pass
Green Springs Inter. to Washburn Way
Project No. KS-8319(1)

Enclosed is a Limited Power of Attorney form for the Local Government Investment Pool (LGIP). In the letter of instructions, Option 3 covers the LGIP.

If we can be of further assistance please let us know.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

$2,000,000

RECEIVED 7/2/85
LGIP

Gary A. Potter, Manager
Program Section

MKS:pf
Attachment

bcc w/AD #85-59: John Hageborn, Region 4
Vern Skoog-Please return completed AD #85-59
when advance deposit is received.

10,171

RS-B319(1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$	
902	Citizens Involvement		$ 5 000
903	Local Government		
904	Consultant's Fees		
905	Final Design		
906	Bridge Design		15 000
907	Preliminary Design	14,290	51 000
909	R/W Descriptions		2 000
910	Region Geology		
911	Traffic Section		2 000
912	Landscape Department		
913	R/W - Liaison		1 000
914	Region Utility Liaison		
915	Audit Services		
916	Photogrammetry		
918	Location		500
920	Program Management		2 000
921	Specifications		500
922	Adm Services (Engineering)		3 000
923	Environmental Section		100
924	DOT Planning		3 000
925	Air Monitor		
926	Structural Foundations		
927	Bridge Design for Counties	26,[illegible]	12 000
932	R/W Utility Engineer		
933	Surfacing Engineer		200
934	Chief Geologist		
935	Soils Engineer		1 000
936	Region Traffic		1 000
937	Hydraulics		200
938	Region Environmental	3823	3 000
949	Urban Studies Unit		1 000
950	Training Courses		
955	Employe Relocation Assist.		5 000
960	Personal Leave		
961	Administrative Leave		
980	Public Hearing Charges		
985	EEO Monitoring Expense		
		$	$ 108 500

SECTION: KLAMATH RIVER & SPRR STRUCTURES

HIGHWAY: FAS B319

COUNTY: KLAMATH

PREFIX: 518-1986

10,171

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H. S. Coulter
State Highway Engineer

DATE: May 31, 1985

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 7 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Supplemental Agreement
Federal Aid Secondary Project
South Side By-Pass, Green Spring-Washburn Way
Klamath County

Attached for your consideration is a copy of a draft supplemental agreement that outlines our responsibilities for negotiating and acquiring land parcels along the project route.

We are agreeing to handle all eminent domain cases and pay for all resulting legal fees incurred during thoses cases.

We are also agreeing to pay the difference between the court award and the fair market value of all properties that are purchased by eminent domain.

Preliminary estimates place our potential cost in the $75,000-$100,000 range.

Please review the provisions of the proposed agreement and if you approve, return the draft to this office for preparation in final form.

Initial
6-7

EDM:pf
Attachment

cc: Bob Bothman
Vern Skoog
Dale Allen, Region 4
Bruce Boyd
Jack Sollis

APPROVED
STATE HIGHWAY ENGINEER
Date 6-6-85

RECEIVED
STATE HWY ENGR
JUN 4 '85
REFER TO
FOR
info | inves | R/D | O.K

STATE OF OREGON **INTEROFFICE MEMO**

GEOTECHNICAL GROUP

TO: Bob Pool
Location Engineer

DATE: May 20, 1985

FROM: Ed Johnsen Ed Johnsen
Geotechnical Engineer

SUBJECT: South Side Bypass, FAS B319, Klamath Falls
518-1920

Enclosed is a copy of the Geotechnical Report for the proposed South Side Bypass in Klamath Falls. This report presents recommendations for earthwork and construction instrumentation (monitoring), based on subsurface explorations and engineering analyses. A summary of the Geotechnical design recommendations is presented at the beginning of the enclosed report.

If you have any questions concerning this information, please contact the Geotechnical Group.

EB:mm
Enclosure

cc: G. Hossner, FHWA (2 copies; 1 to be sent to R. Chassie)
R. Kuehn, Final Design
R. Gettis, Final Design
W. Hart, Bridge Section
G. Thommen, Bridge Foundation Unit
C. Fredrickson, Construction
R. VanCleave, R-4 Soils & Geology
D. Allen, R-4
R. Steyskal, R-4

REFERRED TO
[✓ Mann] .... Cuno .... Henry
.... Dayton .... Eriksen 6 [✓ Gettis]
.... Baker .... Anderson ....
.... King .... Bedford .... Leu ....
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER
TO FILE

RECEIVED
1 RDE .... BPC ....
FDE .... FDS ....
.... LE .... CA ....
.... SE ....
.... FPC ....
.... PDE ....
.... LFE .... Copy All........
.... GTE .... Return To........
B/U..../..../....
MAY 22 1985
ROAD DESIGN SECTION

81-125-1387

GEOTECHNICAL INVESTIGATION
SOUTH SIDE BYPASS, FAS B319
KLAMATH FALLS
KLAMATH COUNTY

May 20, 1985

Geotechnical Group
Location Section
Oregon State Highway Division

GEOTECHNICAL INVESTIGATION
SOUTH SIDE BYPASS, FAS B319, KLAMATH FALLS
KLAMATH COUNTY
518-1920

SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

✓1. Embankment settlement is estimated to be up to 8 and 5 inches, for the east and west approaches, respectively. The associated time-rate for primary consolidation to occur is about two weeks.

✓2. The east approach embankment should be stable, assuming that the embankment foundation is suitably prepared and compacted.

✓3. The effect of settlement on the Burlington Northern Railroad following placement of the proposed 35 feet of fill will be negligible - less than ½ inch.

✓4. The upper 3± feet of soft organic silt on the west approach site should be over-excavated and replaced with clean, well-graded 6 to ¼-inch, crushed or uncrushed rock or gravel with less than 5% passing the No.4 sieve (wet).

5. The west approach embankment should be two-stage constructed. The first stage fill height should be 25 feet, and should not be exceeded until primary consolidation is complete, i.e., in about 2-3 weeks.

6. Construction instrumentation/monitoring is required to verify anticipated embankment performance. This includes three settlement plates (one on the east approach site and two on the west), three piezometers at the west approach site, and settlement hubs at or near the railroad tracks.

GEOTECHNICAL INVESTIGATION
SOUTH SIDE BYPASS FAS B319, KLAMATH FALLS
KLAMATH COUNTY
518-1920

INTRODUCTION

The proposed South Side Bypass, which includes a Klamath River overcrossing, is being built to create a more convenient east-west route to bypass urban Klamath Falls. The western end of the bypass intersects the Dalles-California Highway and the Green Springs Highway. The eastern end connects with the intersection of Johns Avenue and Washburn Way. The Vicinity Map, Figure 1, shows the general location of the proposed project, south of Klamath Falls.

A geotechnical investigation was undertaken to disclose subsurface conditions and to allow preparation of conclusions and recommendations for the approach embankment fills for the proposed Klamath River structure. The proposed east approach fill height would reach a maximum of about 20 feet while the west approach fill height reaches a maximum of about 35 feet.

The investigation included field explorations, laboratory testing and engineering analyses. The report, herein, discusses the work accomplished, presents the results of the various tests and engineering analyses, and describes recommendations for design.

BACKGROUND INFORMATION

Physiography/Geologic Setting

Four primary different types of materials are encountered along the proposed routes.

The first unit consists of silts and sands deposited along the immediate edge of Klamath River. Some humus and peat is mixed with this material in the upper zone.

The second unit consists of inorganic lacustrine and fluvial sedimentary clays, silts, fine sands, and micaceous or diatomaceous soils deposited in the old lake bed or alluvial plain.

The third unit consists of tuffaceous sedimentary mudstone, siltstone, and sandstone that are firm and hard, nearly approaching rock.

The fourth unit consists of basalt rock flows that vary from altered and brecciated to dense and massive.

Site Topography

The general topography of the site for the Klamath River overcrossing varies from an old flat lake bed to gently rolling slopes. The average elevation of the maximum fill areas is approximately 4085 feet. The west approach area is to be located on an old sawmill site, which is partly marshy (as indicated on the Site Plan, Figure 2). Piles of sawdust exist at the south end of the embankment right-of-way.

SUBSURFACE EXPLORATIONS/TESTING

General

The subsurface conditions and materials in the area of Klamath River overcrossing were explored with a series of eleven borings in 1984 and one boring in 1985. The locations of the borings, designated TH 84-1 through TH 84-11 and TH 85-1, are shown on the Site Plan, Figure 2. In addition, four test pits were excavated in April, 1985, designated TP-1 through TP-4. Figure 2 shows the locations of the test pits. The materials encountered in the borings were field classified by the region's geologist. The logs of the land borings and test pit logs are presented in Appendix A. Figure 3 presents an interpreted geologic cross-section along the alignment of the proposed embankment fills and bridge structure.

To better verify the shear strength of the soil, eight field vane shear tests were performed near the test pit locations. Also, each foot of material encountered in the test pits was tested with a Torvane to better approximate the in-situ soil strength. The results of the shear strength tests are presented in Appendix B.

Shelby tube samples were obtained from the test pits to determine the degree of compressibility of the silt units. Appendix C describes the laboratory testing performed and presents the results of the tests.

DISCUSSION OF SUBSURFACE CONDITIONS

The subsurface materials encountered on the east and west approach may be grouped into 4 soil units, and 5 soil units, respectively, based upon their physical characteristics, engineering properties, and stratigraphic position. The soil units are as follows, from the ground surface downwards:

East Approach

1) Soft black diatomaceous silt with scattered organics: This material was encountered from the ground surface to a depth of approximately 3 feet. The Unified Soils Classification, based on Atterberg Limits tests, is MH. The results of consolidation tests performed on samples obtained from test pits TP-1 and TP-2 indicate that the silt is slightly compressible with a compression index, C_c' of 0.18. The average coefficient of consolidation, c_v, is about 3.7 ft^2/day. The in-situ vane shear strengths for this soil unit ranged from 540 to 670 psf. The in-situ Torvane shear strengths ranged from 400 to 540 psf below the root zone.

2) Medium dense dark gray silt: This silt unit was encountered from a depth of about 3 feet to 7 feet. The in-situ vane shear strengths ranged from 640 to 1300 psf. The Torvane values as determined in the test pits ranged from 620 to 860 psf.

3) Medium dense coarse to fine grained sand: From a depth of about 7 feet to 12 feet is medium dense clayey, medium to fine grained sand and medium dense fine gravelly, coarse to fine grained sand. The Standard Penetration Test "N" values were 17 blows/foot.

4) Very stiff green-gray diatomaceous silt: From a depth of about 12 feet to at least 65 feet are deposits of very stiff green-gray diatomaceous silt. The Standard Penetration Test "N" values range from 21 to 28 blows/foot. Consolidation tests performed by the Bridge Foundation Unit (as reported in their Novemember, 1984 report) indicate that

this material has slight compressibility

West Approach

1) Soft black silt with numerous organics: This material was encountered in the marshy area from the ground surface to a depth of approximately 3 feet. The soil contains particles of decayed grass and roots. The in-situ vane shear strength for this soil unit (determined from VS-3) was 130 psf. This organic material is soft and readily penetrated by foot traffic.

2) Medium dense dark gray silt: This silt was encountered from a depth of about 3 feet to 11 feet. The Unified Soils Classification, based on Atterberg Limits tests and hydrometer analysis is MH. The results of consolidation tests performed on samples obtained from test pit TP-4 indicate that the silt is slightly compressible with a compression index, C'_c, of about 0.048. The average coefficient of consolidation, c_v, is about 3.5 ft^2/day. The in-situ vane shear strengths for this soil unit ranged from 1000 to 1570 psf. The Torvane shear strength values ranged from 400 to 840 psf. Standard Penetration Test "N" values ranged from 14 to 30 blows/foot.

3) Medium dense to dense silty sand to clean sand: From a depth of about 11 feet to 25 feet are deposits of silty sand to clean sand with occasional layers of fine gravels. The Standard Penetration Test "N" values ranged from 18 to 88 blows/foot.

4) Very soft (R-1) gray tuff, weathered: This soil unit was identified from a depth of about 25 feet to 30 feet. The Standard Penetration Test "N" value for this unit was 39 blows for 3 inches.

5) Average (R3) dark gray basalt, moderately weathered: Basalt was encountered from a depth of about 30 feet to the end of boring 85-1 at 39 feet.

Groundwater

The groundwater levels in each of the borings were measured prior to backfilling and are shown on the boring logs, Appendix A. During test pit operations, the groundwater on the east approach site was measured at about 2½ feet below original ground and at ground level at the west approach.

CONCLUSIONS

The placement of the approach embankment fills will result in settlements occurring primarily in the two upper silt layers to a depth of about 30 feet. The following subsections present our conclusions concerning embankment settlements and stability.

East Approach

Primary and secondary consolidation settlement estimates were made using the results from the consolidation tests and correlations with Standard Penetration Tests (SPT's). In the analyses, we assumed the groundwater table at the ground surface and the unit weight of embankment fill as 120 lbs. per cu. ft. The estimated primary settlement for the proposed 20-foot high embankment is about 7 inches and will occur over a period of about 2 weeks. The estimated amount of secondary settlement is about 1 inch and will occur over the life of the structure, following primary consolidation.

The stability of the proposed embankment was evaluated using both translational and circular arc modes of failure. Shear strengths of the underlying soil units were based on Torvane tests (made in the test pits), in-situ vane shear tests, and correlations with Standard Penetration Test results. A shear strength of 400 psf was used in the analyses for the upper 3-foot soil unit. The stability of the embankment is expressed in terms of a factor of safety (F.S.) which is defined as the ratio of resisting forces/moments to driving forces/moments. For roadway embankment design, a minimum factor of safety of 1.2 to 1.3 is generally acceptable for short-term (undrained) conditions, and a factor of safety of 1.5 is desired for long-term (drained) conditions. Based on our stability analyses the east embankment should meet these requirements, assuming that the embankment foundation is suitably cleared/grubbed and compacted.

West Approach

In our opinion, the upper 3 feet± of soil is unsuitable as embankment foundation and should be overexcavated.

The primary settlement for the west approach is approximately 4 inches, assuming that the top 3 feet of soft organic material is removed (see Recommendations For Earthwork). The corresponding estimated time for primary settlement to occur is about 2 weeks. Secondary settlement should be less than one inch over the life of the structure.

The effect of settlement on the Burlington Northern Railroad following the placement of the 35 feet of fill was evaluated. Based on our analyses, the settlement will be negligible - less than ½ inch.

The stability of the proposed west approach embankment was evaluated using the previously described analysis methods. The 35-foot embankment on the west side, however, initially would have a factor of safety of less than 1.2. Therefore, foundation preparation and two-stage construction is required to achieve a suitable level of stability. A shear key option at the embankment toe to improve stability was evaluated: however, this option does not appear to be as economical as two-stage construction. The 3-foot± deep excavation (to remove soft organic soils) should be filled with clean crushed rock or gravel. The first stage fill height should be 25 feet, and should remain at that height until primary consolidation of the foundation soils is essentially complete (about 2-3 weeks) before adding the remaining embankment fill.

RECOMMENDATIONS FOR EARTHWORK

It is recommended that the east approach site be cleared and grubbed prior to embankment construction. The site should then be scarified and compacted to improve the embankment foundation.

On the west side, the upper 3 feet± of soft organic silt should be overexcavated to firm (medium dense) gray silt. The overexcavated area should be filled with clean, well-graded 6 to ¼-inch, crushed or uncrushed rock or gravel with less than 5% passing the No. 4 sieve (wet). This granular replacement fill should be spread in 12-inch lifts. When the replacement fill is in place, up to the original ground surface level, it should be compacted with a heavy vibrating roller. Compaction of this material should be suspended where pumping occurs.

A special embankment fill type may be specified by the Bridge Section if the bridge abutments are to be founded on spread footings in the embankment.

Construction Monitoring

In order to confirm the amount and time-rate of predicted embankment settlements, we recommend that settlement plates, settlement hubs and piezometers be installed.

The locations of the settlement plates are shown on Figure 4. The settlement hubs should be located at or near the Burlington Northern Railroad. Installation of settlement plates and hubs should precede embankment construction. Typical settlement plate details are shown in Figure 5. A sample data form for settlement plate data is shown on Figure 6.

Open standpipe piezometers should be installed prior to embankment construction at the west approach embankment site to monitor stability. The second stage of embankment placement (above 25 feet) should be done only after primary consolidation of the foundation soils has occurred. The piezometers will measure the decrease in foundation excess pore pressures as the ground consolidates.

The piezometers should be installed in hand-auger holes made within the embankment area, near the alignment centerline as shown on figure 7, prior to placement of granular fill in the overexcavated area. The piezometer tips should be installed in the compressible subsoils, i.e., at a depth of 8 feet below the original ground surface. A typical installation detail is shown on Figure 8. The installation would be accomplished by Region 4 Soils and Geology. Monitoring could be performed by the Project Manager's staff.

One of the piezometers is located outside the fill area to provide reference groundwater level readings. Initial measurements of all piezometers should be made prior to any fill placement.

The recommended frequency of piezometer and settlement plate monitoring should be twice weekly for the first 2 months following the start of embankment fill placement; then weekly for the next two months. Copies of the piezometer readings should be submitted to the Geotechnical Group and to Region 4 Soils and Geology within two days after each measurement date.

We recommend that the following paragraph be included in the Special Provisions to make the Contractor aware of the instruments and to minimize the possibility of damage.

"Each installation shall include brightly-colored fence posts to remind construction personnel of instrument locations to reduce the likelihood of instrument damage. The Contractor shall be responsible for replacement and/or repair of any instruments that are damaged by the Contractor's equipment. If the Contractor does not repair or replace damaged piezometers within 2 weeks, then the State shall do so immediately and deduct the repair/replacement cost from the contract. Damaged settlement plate rods or survey hubs shall be restored within 2 days of damage. All incidences of instrument damage shall be reported to the ODOT project manager."

LIMITATIONS

The description of the project herein represents our understanding of the significant aspects of the project relevant to the design and construction of earthwork, foundations and similar. In the event that any changes in the basic design or location of the embankments and structures as outlined in this report are planned, we should be given the opportunity to review the changes and to modify or reaffirm in writing our design recommendations. This report has been prepared for a specific purpose; hence, extrapolations or interpretations of the report contents by others and for other uses should not be done without our written confirmation.

The analyses and recommendations presented in this report are based on the data obtained from the borings and test pits. However, variations in soil conditions may exist between the borings and test pits. Also, groundwater levels generally experience seasonal fluctuations. The nature and extent of any variations may not become evident until construction. If subsurface conditions different from those encountered in the borings and test pits are observed or encountered during construction, or appear to be present beneath or beyond excavations, we should be advised at once so that we can observe and review these conditions and reconsider our design recommendations where necessary. The plans and specifications should be submitted to us so that we can check that they are in substantial conformance with the conclusions and recommendations contained in this report. We recommend that construction operations relating to earthwork and foundations be observed by a Region Geologist to determine if the work is proceeding in accordance with the intent of the geotechnical design concepts/recommendations and the plans/specifications, and to allow for design changes in the event that subsurface conditions differ from those anticipated.

Prepared by:

Elizabeth Brossard

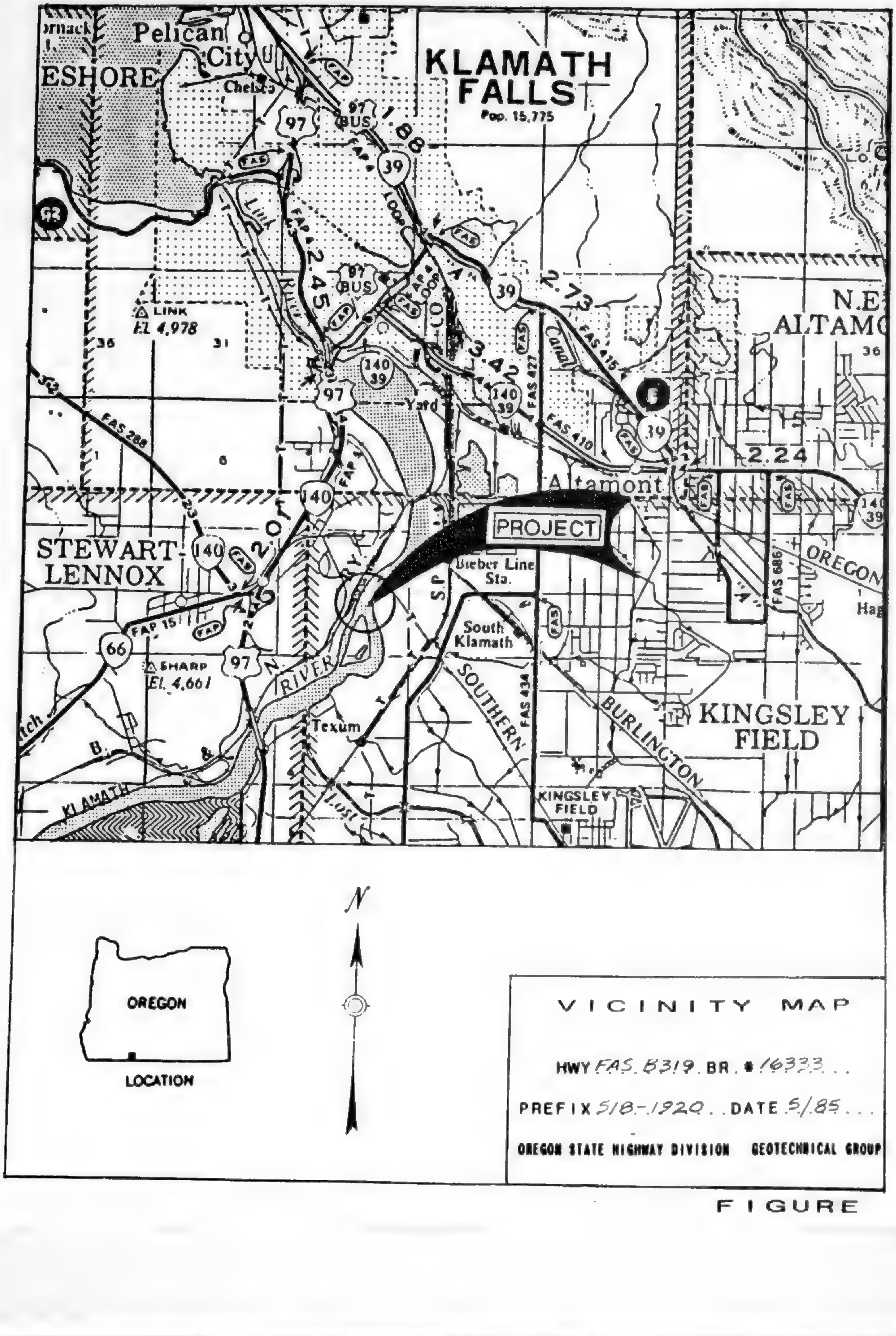
Elizabeth Brossard, E.I.T.
Soils Specialist

George Machan

George Machan, P.E.
Geotechnical Supervisor

JULY 14, 1978
GEORGE MACHAN

EB:mm


Pelican City
Chelsea
KLAMATH FALLS
Pop. 15,775
ESHORE
LINK El. 4,978
N.E. ALTAMO
Altamont
Yard
PROJECT
Bieber Line Sta.
STEWART-LENNOX
South Klamath
SHARP El. 4,661
Texum
KINGSLEY FIELD
SOUTHERN
BURLINGTON
OREGON
RIVER
KLAMATH
Lost
Link
97
97 BUS
39
140 39
140
66
FAP 15
FAS 288
FAS 410
FAS 415
FAS 427
FAS 434
FAS 686
1.88
2.45
2.73
3.42
2.24
S.P.
N
OREGON
LOCATION

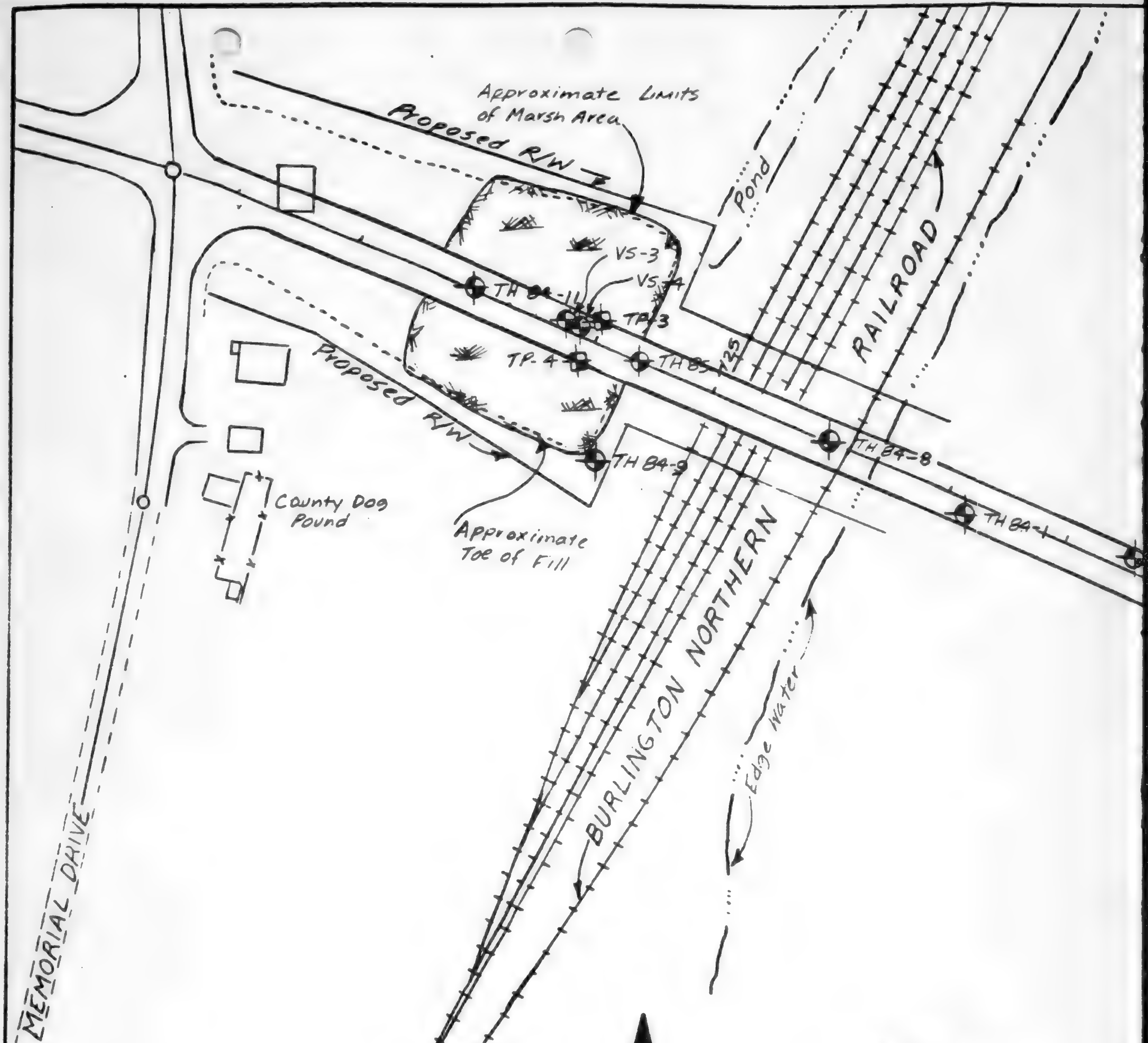
VICINITY MAP

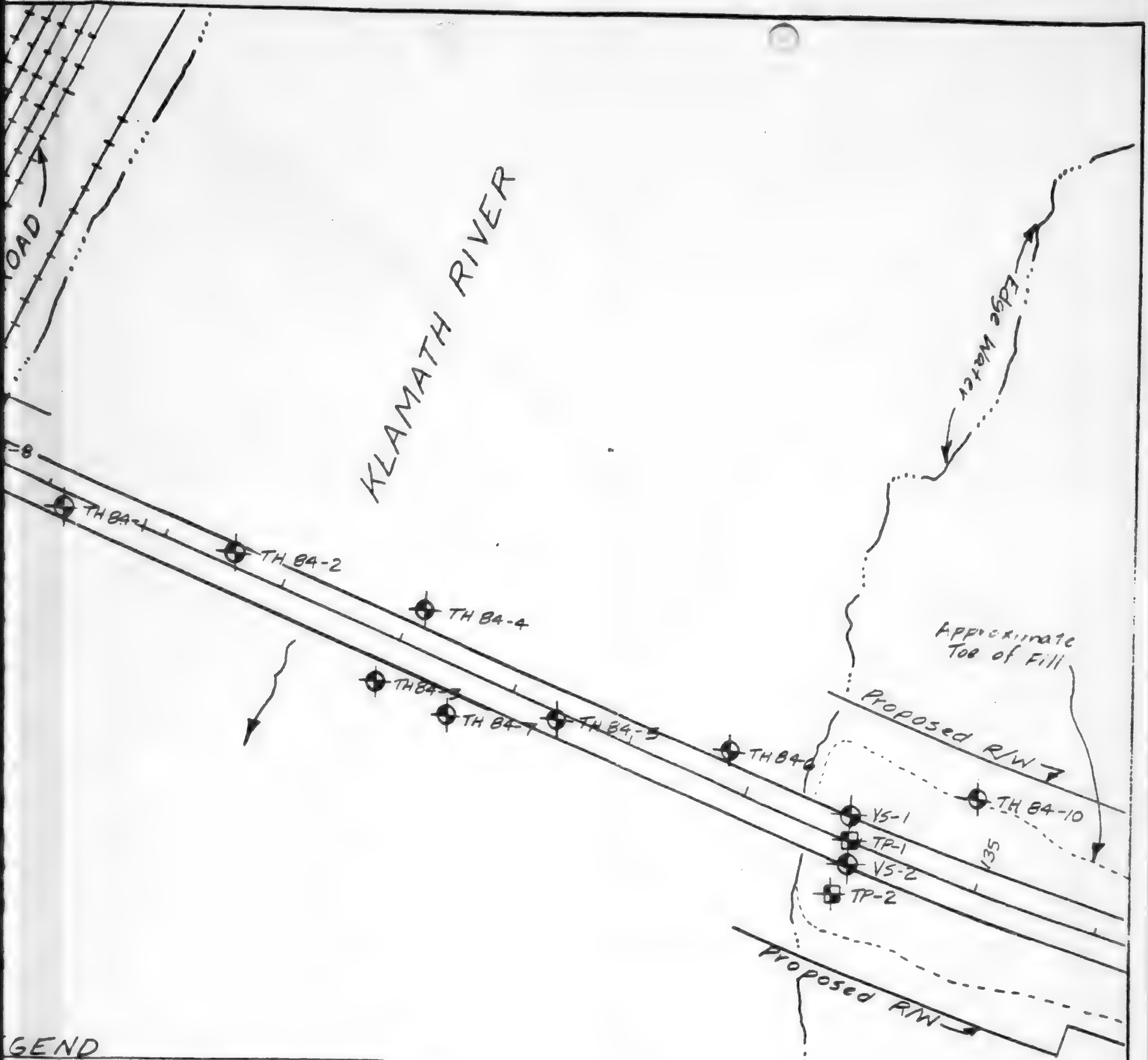
HWY *FAS. B319* BR. # *16333*

PREFIX *518-1920* DATE *5/85*

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 1


Approximate Limits
of Marsh Area
Proposed R/W
Pond
RAILROAD
VS-3
VS-4
TH 84-11
TP-3
TP-4
TH 85
725
Proposed R/W
TH 84-9
TH 84-8
TH 84-1
County Dog
Pound
Approximate
Toe of Fill
BURLINGTON NORTHERN
Edge Water
MEMORIAL DRIVE
N
SCALE : 1" = 100'
LEGEND
TH 84-11 BORING
TH 85-1 BORING
TP-4 TEST PIT
VS-4 VANE SH


OAD
KLAMATH RIVER
Edge Water
-8
TH 84-1
TH 84-2
TH 84-4
TH84-3
TH 84-7
TH 84-5
TH 84-6
VS-1
TP-1
VS-2
TP-2
TH 84-10
135
Approximate Toe of Fill
Proposed R/W
Proposed R/W

GEND

H 84-11 BORINGS MADE IN 1984
H 85-1 BORING MADE IN 1985
P-4 TEST PITS MADE IN APRIL, 1985
5-4 VANE SHEAR TESTS MADE IN APRIL, 1985

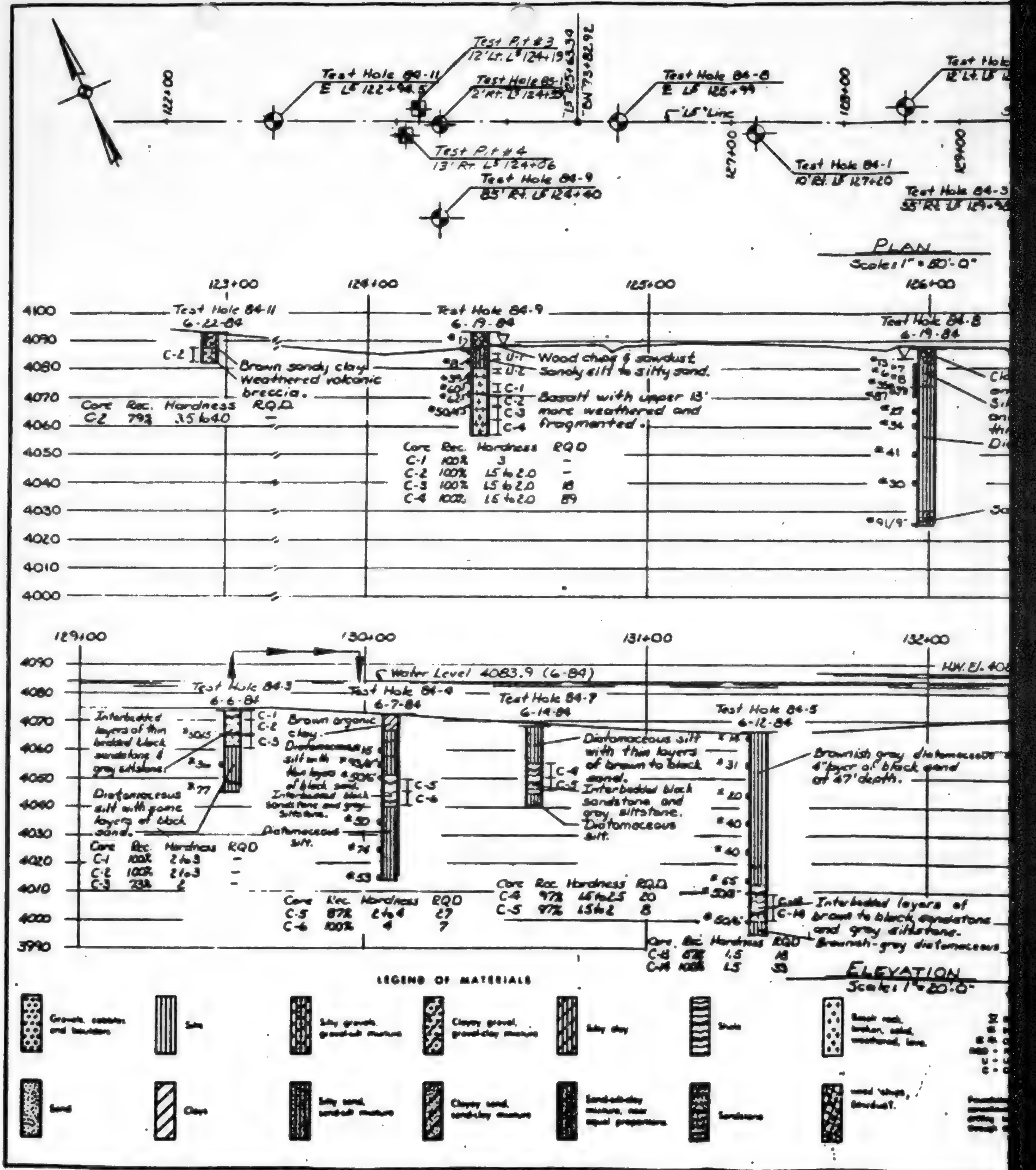
SITE PLAN

HWY FAS. B319 . BR. # 16333 . .

PREFIX 518 - 1920 . . DATE 5/85 . . . .

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 2


Test Pit #3
12' Lt. L5 124+19
Test Hole 84-11
E L5 122+94.5
Test Hole 85-1
2' Rt. L5 124+35
L5 125+63.39
BN 73+82.92
Test Hole 84-8
E L5 125+99
"L5" Line
Test Pit #4
13' Rt. L5 124+06
Test Hole 84-9
85' Rt. L5 124+40
Test Hole 84-1
10' Rt. L5 127+20
Test Hole 84-3
55' Rt. L5 129+
122+00
127+00
128+00
129+00
PLAN
Scale: 1" = 80'-0"
123+00
124+00
125+00
126+00
4100
4090
4080
4070
4060
4050
4040
4030
4020
4010
4000
Test Hole 84-11
6-22-84
C-2
Brown sandy clay.
Weathered volcanic breccia.
Test Hole 84-9
6-19-84
U-1
U-2
C-1
C-2
C-3
C-4
Wood chips & sawdust.
Sandy silt to silty sand.
Basalt with upper 13' more weathered and fragmented.
Test Hole 84-8
6-19-84
#41
#30
#91/9"
129+00
130+00
131+00
132+00
3990
Water Level 4083.9 (6-84)
H.W. El. 408
Test Hole 84-3
6-6-84
C-1
C-2
C-3
Interbedded layers of thin bedded black sandstone & gray siltstone.
Diatomaceous silt with some layers of black sand.
#77
Test Hole 84-4
6-7-84
Brown organic clay.
Diatomaceous silt with thin layers of black sand.
Interbedded black sandstone and gray siltstone.
Diatomaceous silt.
C-5
C-6
#50
#74
#53
Test Hole 84-7
6-14-84
C-4
C-5
Diatomaceous silt with thin layers of brown to black sand.
Interbedded black sandstone and gray siltstone.
Diatomaceous silt.
Test Hole 84-5
6-12-84
#31
#20
#40
#40
#65
Brownish gray diatomaceous 4" layer of black sand at 47' depth.
C-13
C-14
Interbedded layers of brown to black sandstone and gray siltstone.
Brownish-gray diatomaceous
ELEVATION
Scale: 1" = 20'-0"
LEGEND OF MATERIALS
Gravels, cobbles and boulders
Silts
Silty gravels, gravel-silt mixture
Clayey gravel, gravel-clay mixture
Silty clay
Shale
Basalt rock, broken, solid, weathered, lava.
Sand
Clays
Silty sand, sand-silt mixture
Clayey sand, sand-clay mixture
Sand-silt-clay mixture, near equal proportions
Sandstone
wood chips, sawdust.

Core	Rec.	Hardness	RQD
C-2	79%	3.5 to 4.0	–

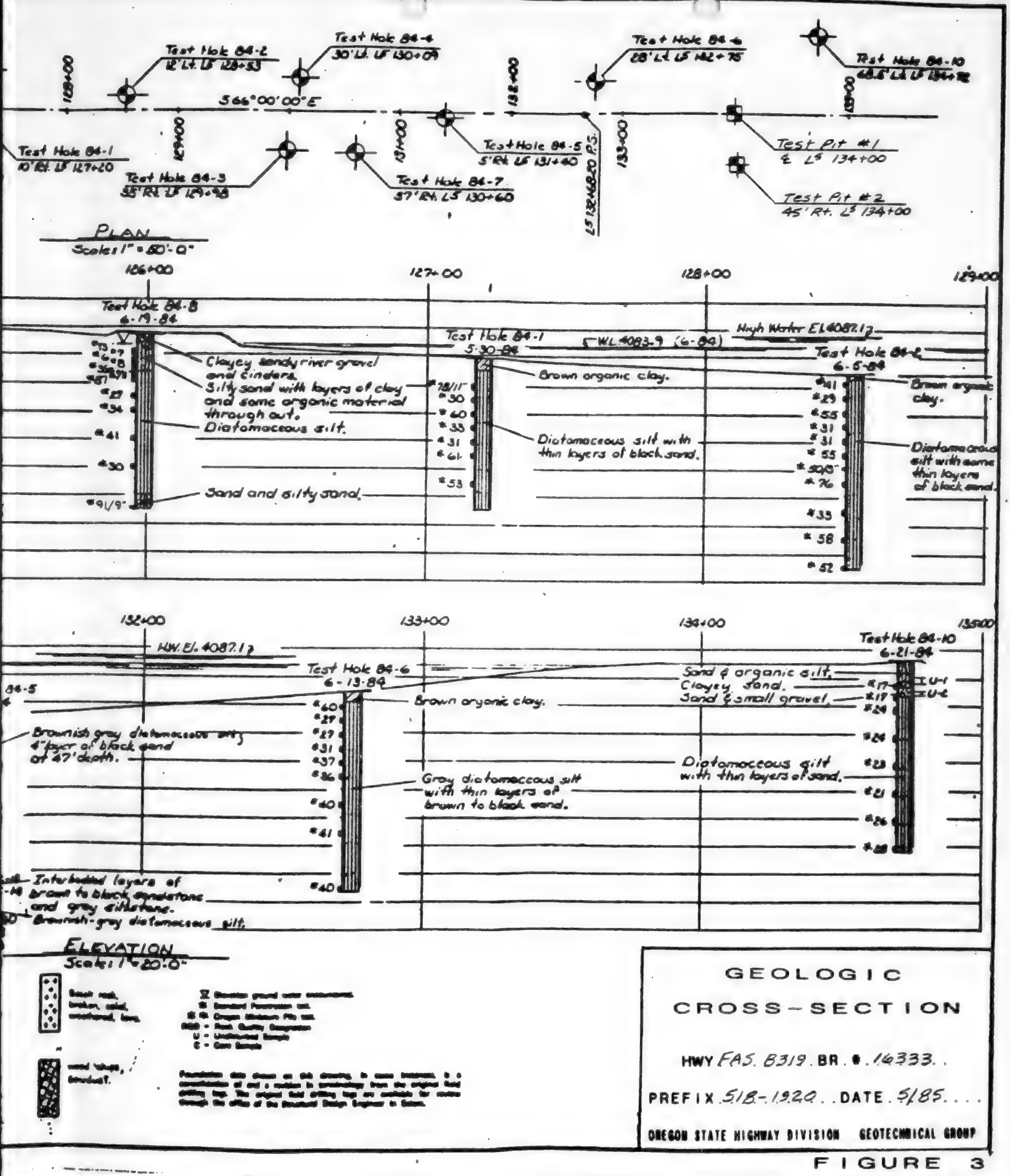
Core	Rec.	Hardness	RQD
C-1	100%	3	–
C-2	100%	1.5 to 2.0	–
C-3	100%	1.5 to 2.0	18
C-4	100%	1.5 to 2.0	89

Core	Rec.	Hardness	RQD
C-1	100%	2 to 3	–
C-2	100%	2 to 3	–
C-3	73%	2	–

Core	Rec.	Hardness	RQD
C-5	87%	2 to 4	27
C-6	100%	4	7

Core	Rec.	Hardness	RQD
C-4	97%	1.5 to 2.5	20
C-5	97%	1.5 to 2	8

Core	Rec.	Hardness	RQD
C-13	67%	1.5	18
C-14	100%	1.5	53


Test Hole 84-2
12' Lt. L5 128+53
Test Hole 84-4
30' Lt. L5 130+09
Test Hole 84-6
28' Lt. L5 132+75
Test Hole 84-10
68.5' Lt. L5 134+72
128+00
S 66°00'00" E
132+00
134+00
Test Hole 84-1
10' Rt. L5 127+20
129+00
Test Hole 84-3
35' Rt. L5 129+98
131+00
Test Hole 84-7
37' Rt. L5 130+60
Test Hole 84-5
5' Rt. L5 131+60
L5 132+68.20 P.S.
133+00
Test Pit #1
℄ L5 134+00
Test Pit #2
45' Rt. L5 134+00
PLAN
Scale: 1" = 50'-0"
126+00
127+00
128+00
129+00
Test Hole 84-8
6-19-84
High Water El. 4087.1±
W.L. 4083.9 (6-84)
Test Hole 84-1
5-30-84
Test Hole 84-2
6-5-84
Clayey sandy river gravel and cinders.
Silty sand with layers of clay and some organic material through out.
Diatomaceous silt.
Sand and silty sand.
Brown organic clay.
Diatomaceous silt with thin layers of black sand.
Brown organic clay.
Diatomaceous silt with some thin layers of black sand.
*73 *7 *6 *8 *36 *57 *27 *34 *41 *30 *91/9"
*78/11" *30 *60 *33 *31 *61 *53
*41 *29 *55 *31 *31 *55 *50/5" *76 *33 *58 *52
132+00
133+00
134+00
135+00
H.W. El. 4087.1±
Test Hole 84-6
6-13-84
Test Hole 84-10
6-21-84
84-5
Brownish gray diatomaceous silt, 4" layer of black sand at 47' depth.
Brown organic clay.
Gray diatomaceous silt with thin layers of brown to black sand.
Sand & organic silt.
Clayey sand.
Sand & small gravel.
U-1
U-2
Diatomaceous silt with thin layers of sand.
*40 *27 *27 *31 *37 *36 *40 *41 *40
*17 *17 *29 *24 *23 *21 *26 *28
Interbedded layers of brown to black sandstone and gray siltstone.
Brownish-gray diatomaceous silt.
ELEVATION
Scale: 1" = 20'-0"

GEOLOGIC

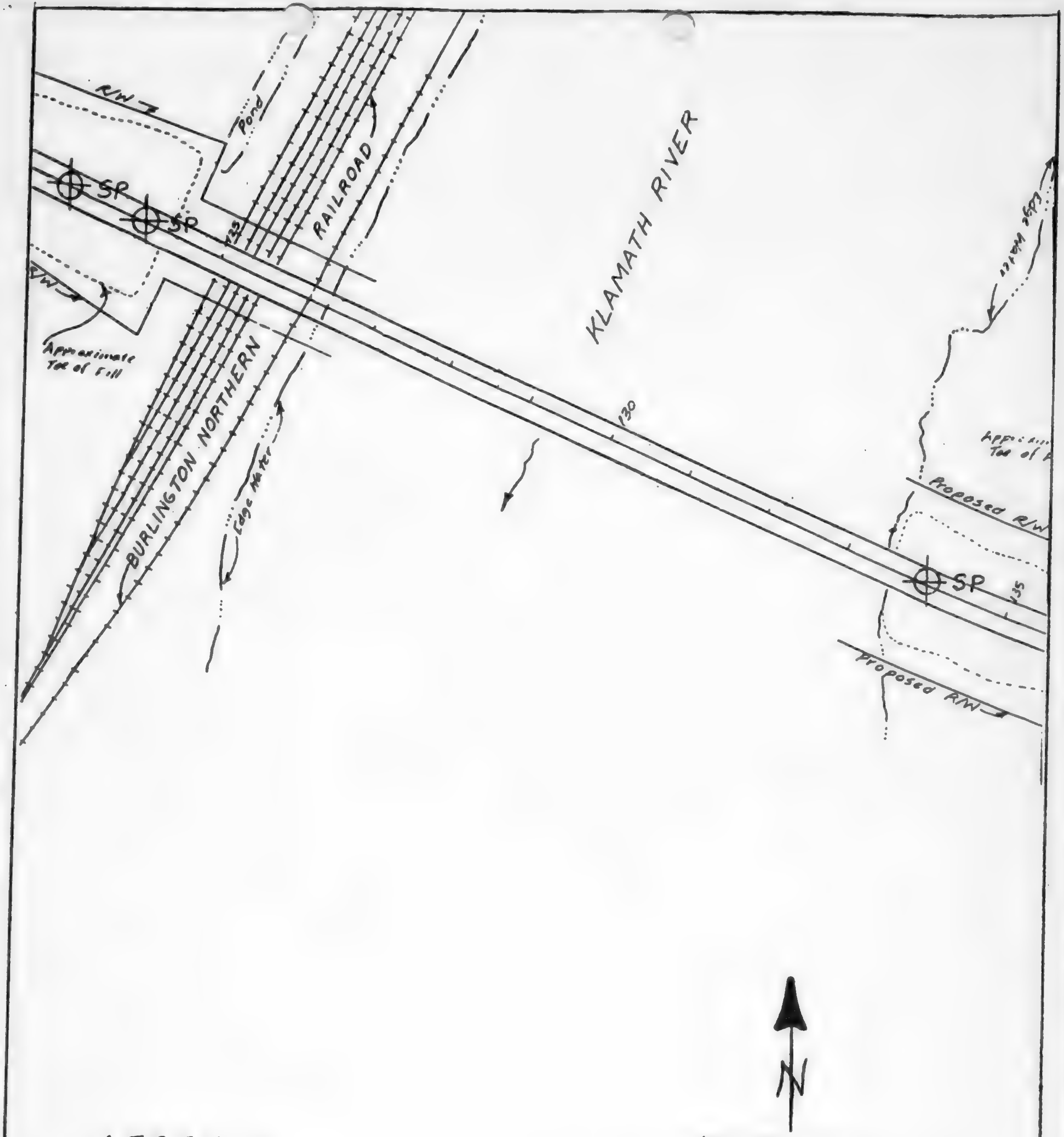
CROSS-SECTION

HWY *FAS. B319* BR. # *14333*

PREFIX *518-1920* DATE *5/85*

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 3


R/W
Pond
RAILROAD
KLAMATH RIVER
SP
SP
125
R/W
Approximate Toe of Fill
BURLINGTON NORTHERN
Edge Water
130
Approx. Toe of F
Proposed R/W
SP
135
Proposed R/W
N

NOT TO SCALE

LEGEND

⊕ SP SETTLEMENT PLATES
- STA. 123+00 ℄
- STA. 124+00 ℄
- STA. 134+00 ℄

SETTLEMENT PLATE LOCATIONS

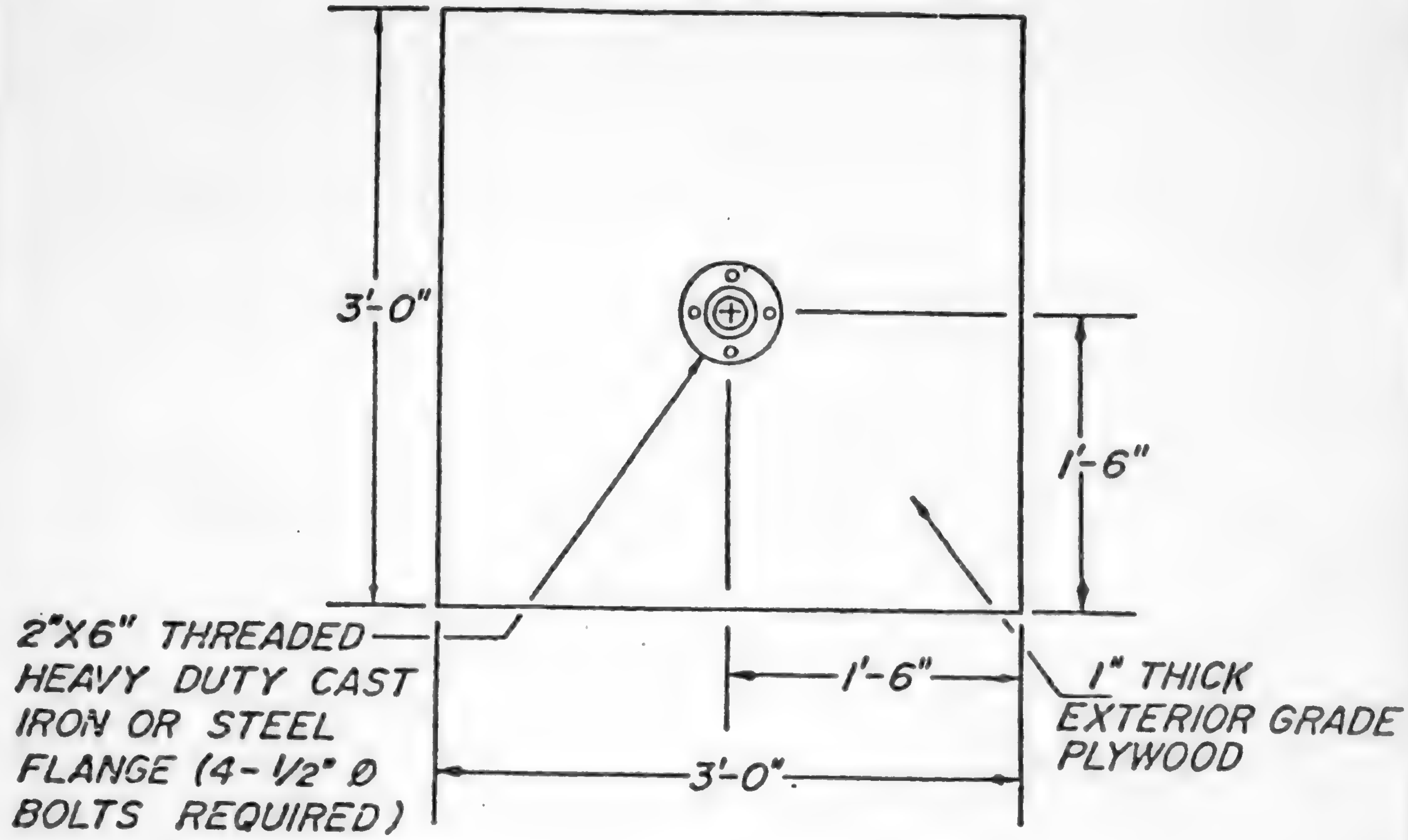
HWY FAS. 8319. BR. #. 16333..

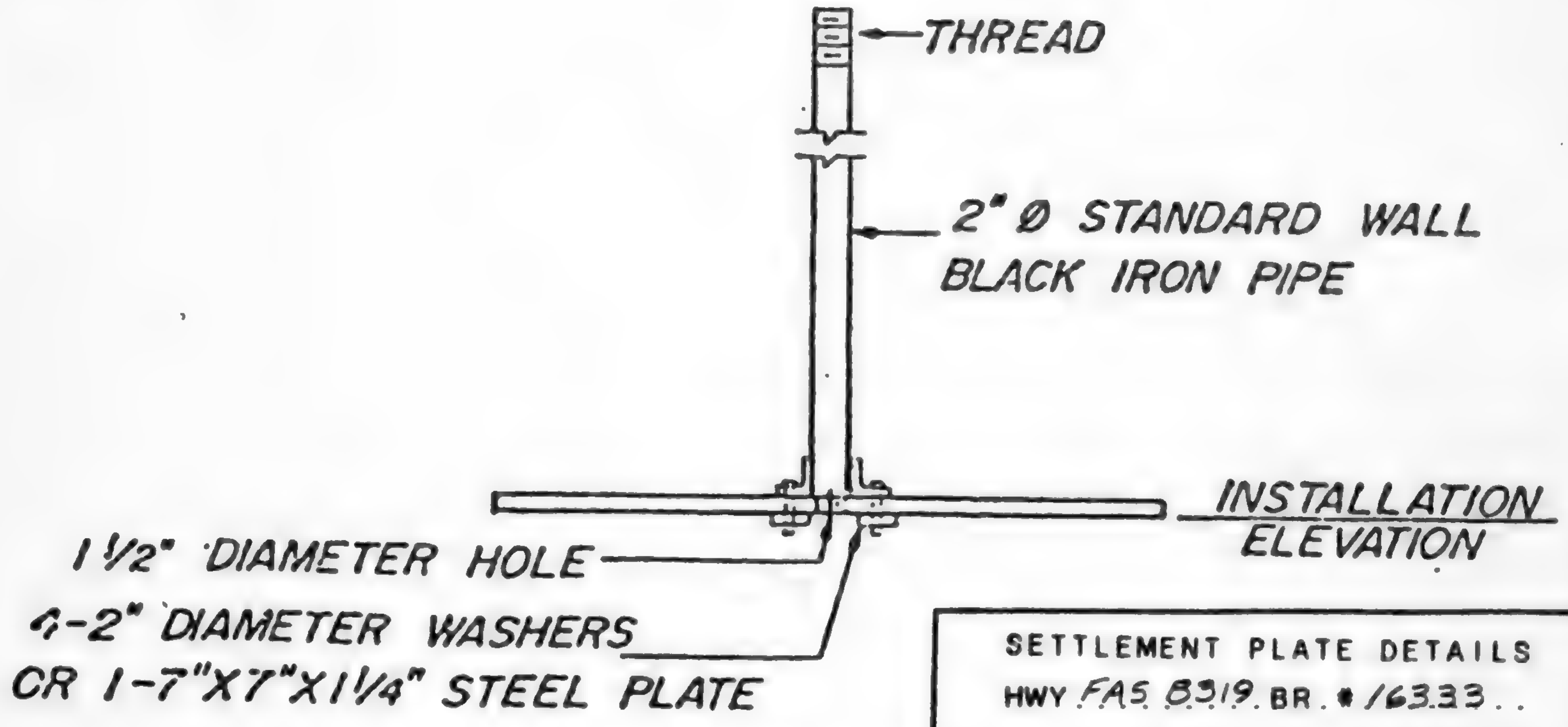
PREFIX. 518-1920. DATE. 5/85....

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 4

SETTLEMENT PLATFORM DETAILS

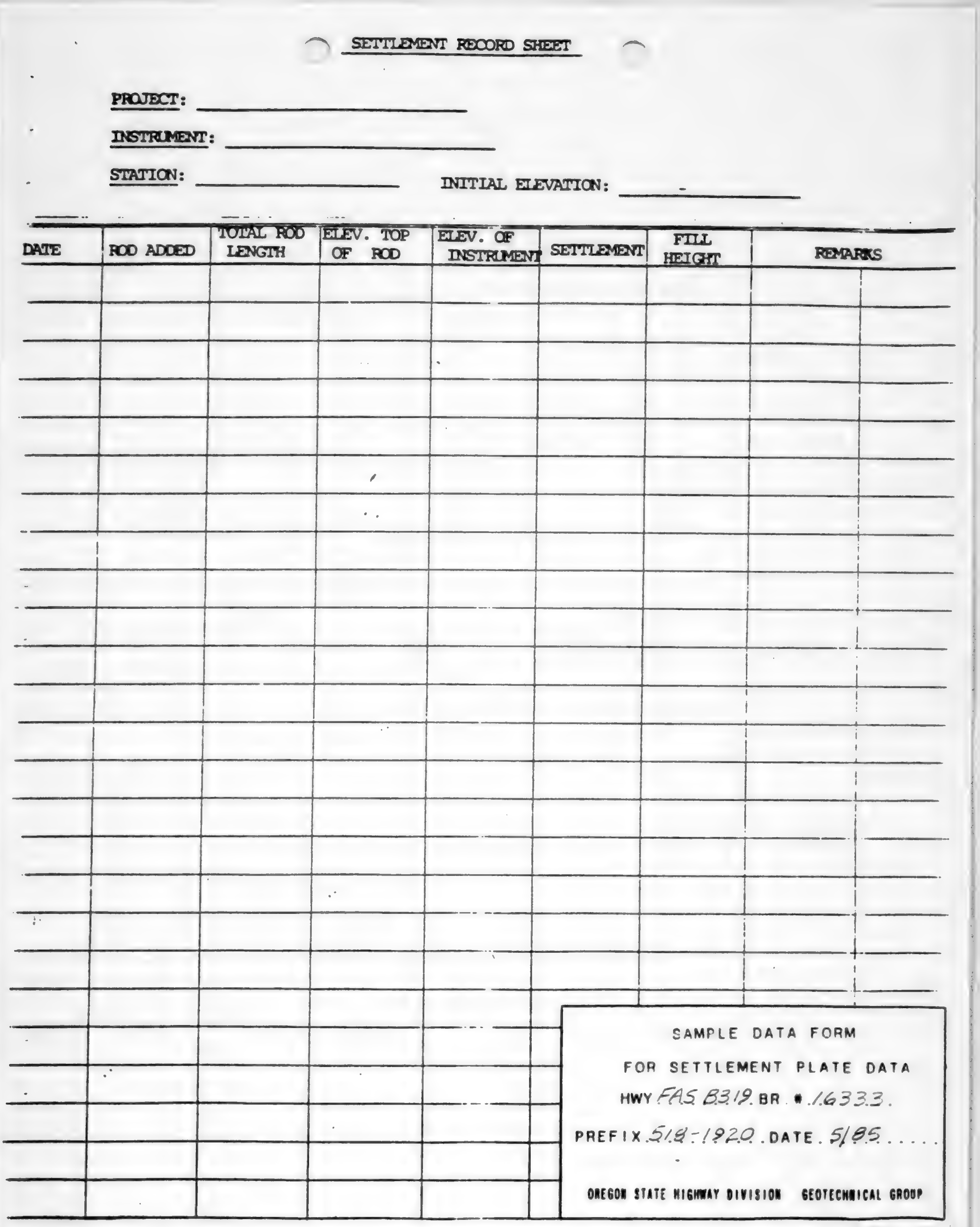

3'-0"
1'-6"
2"X6" THREADED HEAVY DUTY CAST IRON OR STEEL FLANGE (4-1/2" Ø BOLTS REQUIRED)
1'-6"
1" THICK EXTERIOR GRADE PLYWOOD
3'-0"


THREAD
2" Ø STANDARD WALL BLACK IRON PIPE
INSTALLATION ELEVATION
1 1/2" DIAMETER HOLE
4-2" DIAMETER WASHERS OR 1-7"X7"X1 1/4" STEEL PLATE

SCALE 1" = 1'

SETTLEMENT PLATE DETAILS
HWY FAS 8319 BR. # 16333
PREFIX 518-1920 DATE 5/85
OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 5



SETTLEMENT RECORD SHEET

PROJECT: ______________________

INSTRUMENT: ______________________

STATION: ____________________ INITIAL ELEVATION: ______________

DATE	ROD ADDED	TOTAL ROD LENGTH	ELEV. TOP OF ROD	ELEV. OF INSTRUMENT	SETTLEMENT	FILL HEIGHT	REMARKS

SAMPLE DATA FORM

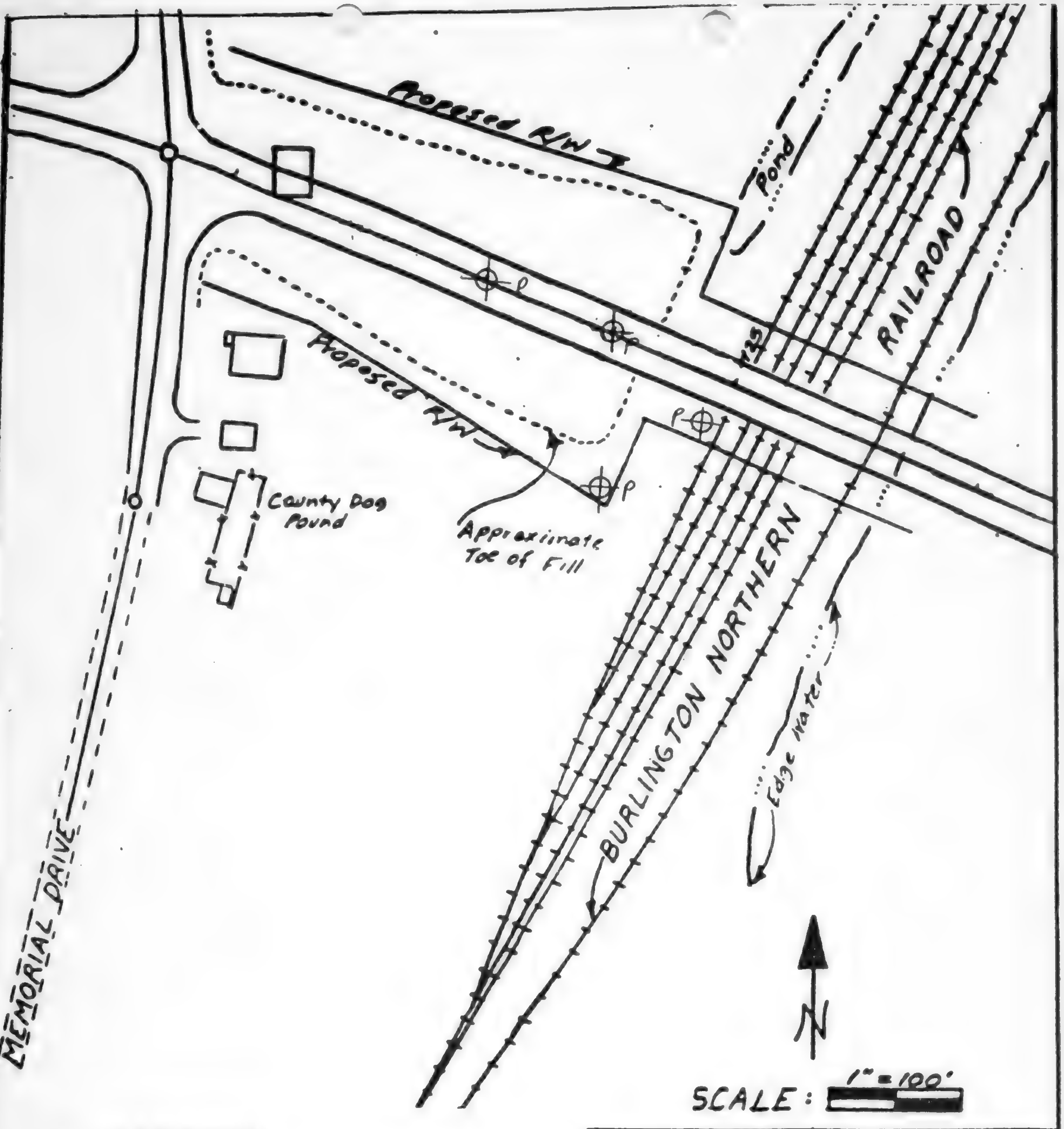
FOR SETTLEMENT PLATE DATA

HWY FAS B319 BR # 16333

PREFIX 518-1920 DATE 5/85

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 6


Proposed R/W
Pond
RAILROAD
125
Proposed R/W
County Dog Pound
Approximate Toe of Fill
BURLINGTON NORTHERN
Edge Water
MEMORIAL DRIVE
N
SCALE: 1" = 100'

LEGEND

⊕ P PIEZOMETERS
- STA. 124+00 ℄
- STA. 123+00 ℄
- STA. 124+90, 40' RT.
OR STA. 124+40, 110' RT.

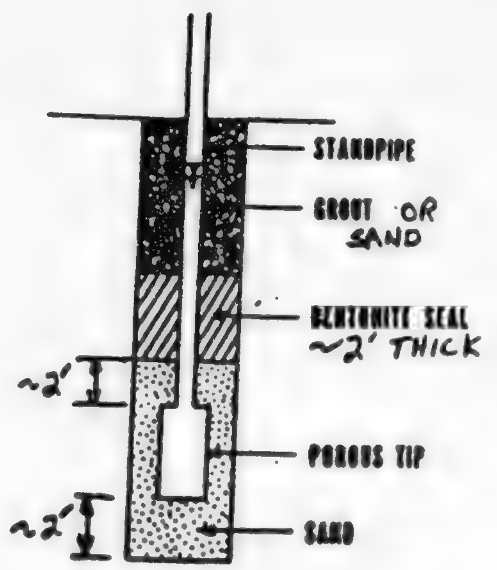
PIEZOMETER
LOCATIONS

HWY FAS. B319. BR. # 16333.

PREFIX 518-1920. DATE 5/85...

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE: 7


STANDPIPE
GROUT OR SAND
BENTONITE SEAL ~2' THICK
~2'
POROUS TIP
~2'
SAND

TYPICAL STANDPIPE
PIEZOMETER INSTALLATION

TYPICAL STANDPIPE PIEZOMETER

INSTALLATION

HWY F.A.S. B319 BR. # 16333

PREFIX 518-1920 DATE 5/85

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 8

APPENDIX A

BORING LOGS

Page 1 of 6

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass - Klamath River Structure			Hole No. 84-8
Highway FAS B 319	County Klamath		Prefix 518-1986-926
Purpose of Work Foundation Investigation			Bridge No.
Equipment Mobile B-50, 71-893			Tube Elev.
Geologist R. Davis	Driller C. Fish		Recorder R. Davis
Hole Location L Line, Sta. 125+99 @ ℄ Lt.	C.L. Rt.		Ground Elev. 4087.7

Tests			Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No. 12		Auger Depth		Date	Depth
"M" — Oregon Miniature Pile,	No.	HQ wireline	Casing Depth	61'	6-20-84	4083.9
"C" — Core, Barrel Type HQ inner bbl. 2.5" i.d.	No. 10		Open Depth	1'3"		
"U" — Undisturbed Sample, Size	No.		Total Depth	62'3"		

Date Started 6-19-84	Date Completed 6-19-84	Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
	Graphic Scale: 1" = 10'				elev. 40	87.7		
					4083.9 ▽	GC	4084.2	0 - 3½ Ft.] clayey, sandy, river gravels, & cinders used as surfacing on railroad access road. (GC)
					4081.2 SM 4080.7 OH 4077.2 4076.7	ML OL		3½ Ft. - 6½ Ft.] Stiff dark brownish gray silt. (ML)
0	C-1		18"	30	CL-CH 4074.7 (SM) 4073.[illegible] (SM) 4072.5 (SP) 4070.2 (SP) 4068.7 4067.2			C-1 0-5') 0 to 3½' Clayey, sandy, coarse, subangular to subrounded river gravels and volcanic basalt scoria used as surfacing on railroad access road. (GC)
					(SW-SM) 4064.8 (SP) 4063.9 (SP) 4063.1			3½' to 5' no recovery
5'	N-1	3-4-9/6"	18"	100		ML	101.9	N-1 5'-6½') Stiff, dark brownish gray silt containing some fragments of decayed vegetation. Slightly plastic to non-plastic; dilatancy-quick (ML)
					(SM) 4051.5			6½ Ft. - 7 Ft.] Loose Dark brown, silty sand. (SM)
								7 Ft. - 8½ Ft.] Soft to medium stiff, brown to dark brown clay containing decayed vegetative matter. (OH)
6½	N-2	3-3-4/6"	18"	100	4038.7 (SP) 4037.7		67.5	N-2 6½'-8') 6½' to 7' Loose, dark brown, silty, medium grained sand. (SM)
					(SP) 4034.7 4033.[illegible] 4031.0			7' to 8' Medium stiff, brown clay containing decayed vegetation. (OH)
					4026.3 4025.[illegible] 4025.5	SM SP (SM)		8½ Ft. - 11 Ft.] Medium stiff gray to brownish gray, organic silt. (OL)

Hole No. B4-8 Page 2 of 6

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	aterial Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
8'	N-3	1-3-3-3/6"	24"	100			101.8	N-3 8'-10') 8' to 8½' Soft, dark brown, organic clay - plastic, (OH)
								8½' to 10' Medium stiff, gray to brownish gray silt containing decayed & carbonized vegetative matter - slightly plastic - dilatancy quick. (OL)
								11ft. - 13ft.] Medium stiff to stiff tan clay w/ veins of orangish colored stain running thru it. (CL-CH)
10'	N-4	2-3-5-13/6"	24"	100			82.8	N-4 10'-12') 10' to 11' Medium stiff, gray to brownish gray organic silt. (OL)
								11' to 12' Medium stiff, tan clay containing veins of orangish colored stain - plastic. (CL-CH)
12'	N-5	8-12-23/6"	18"	100			50.1	N-5 12'-13½') 12' to 13' Stiff, tan clay containing veins of orangish colored stain - plastic. (CL-CH)
								13' to 13'3" Hard, gray, medium grained sandy silt - non-plastic. (ML)
								13'3" to 13½' Hard, brownish gray, diatomaceous silt. (ML)
								13ft. - 56ft. 9in.] Hard, diatomaceous silt. Color varies in shades of brown, green, and gray. Encloses thin layers of volcaniclastic sands. (ML)
13½	N-6	8-13/6", 50/5"	17"	100			110.1	N-6 13½'-14'11") 13½' to 14'7" Hard brownish gray, diatomaceous silt. slightly plastic, but low toughness and mat'l cracks as it is rolled out. Also some reaction to shaking. (ML)
								14'7" to 14'9" Very dense, dark gray, silty, fine sand. (SM)
								14'9" to 14'11" Hard to very hard brownish gray, diatomaceous silt. (ML)
15'	N-7	17-37-50/6"	18"	100			61.1	N-7 15'-16½') 15' to 15'2" Very hard, gray to brownish gray diatomaceous silt. Soil will roll out w/ care, but cracks and loses water as it is rolled out. (ML)

Page 3 of 6

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass - Klamath River Structure
Highway FAS B319
County Klamath
Purpose of Work
Equipment
Geologist
Driller
Hole Location Line, Sta. Lt. C.L. Rt.

Hole No. 84-8
Prefix 51B-1986-926
Bridge No.
Tube Elev.
Recorder
Ground Elev.

Tests

"N" — Standard Penetration, No.
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type No.
"U" — Undisturbed Sample, Size No.

Drilling Method

Auger Depth
Casing Depth
Open Depth
Total Depth

Groundwater Level

Date	Depth

Date Started
Date Completed
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
								N-7 15'-16½' cont'd)
								15'2" to 15'2¼" Black and red coarse grained sand composed of angular volcanic material (SP)
								15'2¼" to 16½' Very hard, gray to brownish gray, diatomaceous silt. (ML)
16½	C-2		54"	100				C-2 16½'-21') 16½' to 19' Hard, brownish gray, diatomaceous silt. Contains a 1" thick dipping sand layer from 17½' to 17'7".
								19' to 19'2" Dipping layer of black & light gray medium grained sand w/ angular grains. Sand is black scoria and light gray pumice (SP)
								19'2" to 21' Very stiff to hard, brownish green, diatomaceous silt. Contains a 2" thick dipping sandy zone from 20' to 20'2" (ML)
21'	N-8	7-10-17/6"	18"	100			153.5	N-8 21'-22½') Very stiff, brownish green, diatomaceous silt. Slightly plastic but has quick dilatancy. Brittle in place. (ML)
22½	C-3		42"	100				C-3 22½'-26') 22½' to 22'11" Hard brownish green, diatomaceous silt. (ML)
								22'11" to 23'2" Black and light grey, coarse to medium grained volcaniclastic Sand. (SW-SP)

(OVER)

Hole No. 84-8 Page 4 of 6

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Wet-Dry Consistency / Jointed-Broken Plasticity / Angular-Rounded Organic Content / Drill Remarks etc.
								C-3 22½-26' cont'd.) 23'2" to 23'10" Hard, brownish green, diatomaceous silt. (ML)
								23'10" to 23'11" Light gray, fine grained pumice sand (SP)
								23'11" to 24'7" Hard, brownish green, diatomaceous silt. (ML)
								24'7" to 24'8" Light gray, fine grained, pumice sand. (SP)
								24'8" to 26' Hard brownish green, diatomaceous silt. (ML)
26'	N-9	9-12-22/6"	18"	100			135.9	N-9 26'-27½') Hard brownish green, diatomaceous silt. (ML)
27½'	C-4		40"	95				C-4 27½'-31') Same as N-9. (ML)
31'	C-5		60"	100				C-5 31'-36') Same as above. (ML)
36'	N-10	16-21-20/6"	18"	100			101.5	N-10 36'-37½') 36' to 36'2" Same as above. (ML)
								36'2" to 36'9" Dense, dark gray, silty fine sand - non plastic; sand is composed of black volcanic material. (SM)
								36'9" to 37½' Hard, gray, diatomaceous silt. (ML)
37½'	C-6		42"	100				C-6 37½'-41') 37½' to 39' Hard, gray, diatomaceous silt. (ML)
								39' to 41' Color change → Hard, light brown, diatomaceous silt. (ML)
41'	C-7		60"	100				C-7 41'-46') Hard, light brown, diatomaceous silt. (ML)
46'	N-11	14-14-16/6"	18"	100			128.1	N-11 46'-47½') Hard, light brown, diatomaceous silt. slightly plastic but low toughness - some reaction to shaking also. (ML)
47½'	C-8		42"	100				C-8 47½-51') 47½' to 49' Hard, light brown, diatomaceous silt. (ML)
								49' to 50' fine sandy silt. Sand fraction is black volcanics causing overall color to be brownish gray (ML)

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass - Klamath River Structure		Hole No. 84-8
Highway FAS B 319	County Klamath	Prefix 518-1986-926
Purpose of Work	–	Bridge No.
Equipment		Tube Elev.
Geologist	Driller	Recorder
Hole Location Line, Sta. Lt.	C.L. Rt.	Ground Elev.

Tests

"N" — Standard Penetration, No. ___

"M" — Oregon Miniature Pile, No. ___

"C" — Core, Barrel Type ___ No. ___

"U" — Undisturbed Sample, Size ___ No. ___

Drilling Method

Auger Depth ___

Casing Depth ___

Open Depth ___

Total Depth ___

Groundwater Level

Date	Depth

Date Started

Date Completed

Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
								C-8 47½' - 51' cont.d) 50' to 50'1" Dipping, thin layer of gray, coarse grained pumice sand w/ angular grains. (SP)
								50'1" to 51' Hard, brown, diatomaceous silt. (ML)
51'	C-9		60"	100				C-9 51'-56') Hard, brown, diatomaceous silt. Contains a 4" thick dipping layer of fine black sand from 53' to 53'4", and a zone of sandy silt from 54'7" to 54'9". (ML)
								56 ft. 9 in. - End of Hole @ 62 ft. 3 in
								Sands and silty sands composed of coarse to fine grained, angular particles of black to dark-gray volcanic lapilli & ash interbedded with diatomaceous silt.
56'	C-10		60"	100				C-10 56'-61') 56' to 56'9" Hard, brownish gray, diatomaceous silt (ML)
								56'9" to 58'10" Very dense, dark gray, silty, coarse grained sand composed of angular shaped volcanic lapilli and silt. (SM)
								58'10" to 59'6" Hard, brownish gray diatomaceous silt. (ML)
								59'6" to 61' Very dense, dark gray, Coarse to fine grained silty sand. Sand fraction is composed of angular (OVER)

Hole No. B4-8 Page 6 of 6

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
↓								C-10 56'-61' cont'd.) volcanic lapilli and ash (SM)
61'	N-12	17-41/6", 50/3"	15"	100			54.8	N-12 61'-62'3") 61' to 61'5" Very dense, black, medium grained sand. (SP)
								61'5" to 61'10" Very dense, light gray, silty, coarse grained, pumiceous sand - non-plastic (SM)
								61'10" to 62'1" Hard, gray, diatomaceous silt. (ML)
↓								62'1" to 62'3" Very dense, black, silty, fine grained sand, non-plastic (SM)
62'3" End Hole								End Hole 62 Ft. 3in.

Page 1 of 3

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass - Klamath River Structure		Hole No. 84-9
Highway FAS B 319	County Klamath	Prefix 518 - 1986 - 926
Purpose of Work Foundation Investigation		Bridge No.
Equipment Mobile B-50, 71-893		Tube Elev.
Geologist R. Davis	Driller C. Fish	Recorder R. Davis
Hole Location L5 Line, Sta. 124+40 Lt.	C.L. Rt. 85'	Ground Elev. 4093.0

Tests		Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No. 6		Auger Depth	Date	Depth
"M" — Oregon Miniature Pile,	No.	HQwireline	Casing Depth 36'	6-20-84	4.3'
"C" — Core, Barrel Type HQinner bbl. 2.5"i.d.	No. 4		Open Depth		
"U" — Undisturbed Sample, Size 2.5"o.d.	No. 1		Total Depth 36'		

Date Started 6-19-84	Date Completed 6-19-84	Sample Data Sheet No. 24048

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
					elev. 40	93.0		
	Graphic Scale: 1"=6'					Fill		0-5Ft] Fill material composed of wood chips, bark chips, and sawdust
6'	N-1	1/12", 1/12"	0	0 4088.7	▽ 4088.0			N-1 6'-8') Note: tried twice to obtain undisturbed samples at 5' and at 6' but two tubes were damaged in the process and no sample was recovered. Unable to recover any sample with split tube even though the sand trap was used. A few grains of fine black sand was recovered and sand surged into the casing as soon as pressure was relieved - Organic fine sandy silt - wood chips and rock fragments from the fill probably damaged the shelby tubes (OL)
					4082.0	OL		
					4080.0	SM		
						weathered volcanic breccia - basaltic		5Ft - 11Ft] Dark brown, organic fine sandy silt - soft (OL)
8'	U-1	50 psi					234.3	U-1 8'-10') Dark brown, organic fine sandy silt - dilatancy quick (OL)
					4067.0			
10'	N-2	1-3-5-5/6"	24"	100		weathered basalt Lava Rock	41.7	N-2 10'-12') 10' to 11' Very soft, dark brown, organic, fine sandy silt (OL)
								11'-12' Loose, bluish gray, silty, fine grained sand, non-plastic. Some bits of decayed vegetation in the upper 6". (SM)
12'								
					4057.0	End Hole		11Ft. - Approx. 13Ft] Loose, bluish gray, silty fine sand. (SM)
								(over)

Hole No. 84-9 Page 2 of 3

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
13'	U-2	450psi						U-2 13'-14'4") Cutting edge of shelby tube damaged during Sampling. Material within tube is weathered Volcanic breccia - basaltic composition.
14'4"	N-3	16-22-17-16/6"	24"	100			27.6	N-3 14'4"-16'4") Dense to very dense, weathered Volcanic breccia. Color varies in shades of red, yellow, brown, and dark blue green. Composed of angular fragments of weathered basalt and basalt scoria. Due to weathering the hardness of the fragments has been reduced from its original state and now ranges between 1.5 to 3.5. Fragment size ranges from >2.5" dia. to 0 and tan to brown clayey sand (plastic) infills the interstices between fragments
								Approx. 13 Ft. - End of Hole @ 36 Ft.
								Weathered basalt - Upper 13 Ft. is brecciated (Fragmental) with depth the basalt is more competent i.e. less fragmental, but weathering has decreased its original hardness. sandy clay infills interstices and joints.
16'	N-4	10-29-31-21/6"	24"	100			19.0	N-4 16'-18') Same as N-3.
18'	C-1		36"	100	2 / 0			C-1 18'-21') Weathered Volcanic breccia - basaltic. Dark reddish brown in color. Recover slightly larger fragments in this run (2" to 3" in length) Interstices between angular fragments are infilled w/ light brown, plastis sandy clay.
21'	N-5	15-12-50/6"	15"	83			44.6	N-5 21'-22½') Same as C-1. Rock is so weathered that the split tube sampler can penetrate it - Sample inside is completely broken up and rock fragments are partly decomposed to a sandy clay which forms the interstitial infilling
22½	C-2		42"	100	1.5 to 2 / 0			C-2 22½-26') Weathered volcanic breccia - basaltic. Recover cored fragments, which have weathered to a dark bluish green color, fragments are up to 3" long.
26'	N-6	50/4"	4"	100			—	N-6 26'-26'4") Same a C-2. Not enough sample recovered for accurate mois. % det.

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass - Klamath River Structure
Hole No. 84-9
Highway FAS D317
County Klamath
Prefix 518-1986-926
Purpose of Work
Bridge No.
Equipment
Tube Elev.
Geologist
Driller
Recorder
Hole Location Line, Sta. Lt. C.L. Rt.
Ground Elev.

Tests
"N" — Standard Penetration, No.
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type No.
"U" — Undisturbed Sample, Size No.

Drilling Method
Auger Depth
Casing Depth
Open Depth
Total Depth

Ground water Level

Date	Depth

Date Started
Date Completed
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistancy Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
26'4"	C-3		56"	100	1.5 to 2 / 18			(C-3 26'4"-31') Weathered basalt lava. Weathering has reduced the rock's original hardness to 1.5 to 2. The weathered rock varies in color from dark greenish gray to bluish green gray to yellowish orange.
31'	C-4		60"	100	1.5 to 2 / 89			(C-4 31'-36') Same as C-3. Less jointed as indicated be increased R.Q.D.
36' End Hole								End Hole 36 ft.

Page 1 of 4

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass - Klamath River Structure			Hole No. 84-10
Highway FAS B 210	County Klamath		Prefix 51B-1986-926
Purpose of Work Foundation Investigation			Bridge No.
Equipment Mobile B-50, 71-893			Tube Elev.
Geologist R. Davis	Driller C. Fish		Recorder R. Davis
Hole Location L5 Line, Sta. 134+72	Lt. 68.5 C.L. Rt.		Ground Elev. 4086.9

Tests		Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No. 8		Auger Depth	Date	Depth
"M" — Oregon Miniature Pile,	No.	HQwireline	Casing Depth 66½'	6-22-84	2.9'
"C" — Core, Barrel Type HQinner bbl. 2.5" i.d.	No. 11		Open Depth 2'		
"U" — Undisturbed Sample, Size 2.5" o.d.	No. 1		Total Depth 68½'		

Date Started 6-21-84	Date Completed 6-21-84	Sample Data Sheet No. 24048

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
					elev 40	86.9		
	Graphic Scale: 1" = 12'							
				4083.9	▽	OL		Note: 3' of pond embankment above O.G. at this location.
					4079.8			0 - Approx. 7ft.) Soft, dark brown, sandy, organic silt. (OL)
					4077.8	SC		
					4075.2	SW		
6'	U-1	50 p.s.i.						U-1 6'-8') Soft, dark brown fine sandy organic silt in the top of the shelby tube.
					(SW) 4067.3			Bottom of tube contains light brown, medium to fine grained clayey sand. (SC)
								Approx. 7ft. - 9ft.) Medium dense light brown, clayey, medium to fine grained sand. (SC)
						ML		9ft. - 11ft. 7in.) Medium dense, gray to greenish gray, fine gravelly, coarse to fine grained sand. (SW)
8'	N-1	7-6-11-9/6"	24"	100	GW 4064.6		30.7	N-1 8'-10') 8' to 9' Medium dense, light brown, clayey, medium to fine grained sand - plastic fines - grain shape varies from subangular to rounded. (SC)
					4038.5			
					SP 4030.0			9' to 10' Medium dense gray to greenish gray fine gravelly, coarse to fine grained sand. Grain shape is subangular to subrounded. Fine gravels are up to ½" dia. (SW)
11'	U-2	400 p.s.i.			4018.3	End Hole		U-2 11'-11'10") Shelby tube cutting edge damaged by push - 11' to 11'7" contains gray to greenish gray gravelly (over)

Hole No. 84-10 Page 2 of 4

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
								U-2 11'-11'10" cont'd) gravelly sands.
								11'7" to 11'10" greenish gray diatomaceous silt. (ML)
								11ft. 7in — End of Hole @ 68½ft Very stiff diatomaceous silt - color varies from greenish gray, to gray, & brownish gray. Encloses thin layers of sand composed of volcanic ash & lapilli. (ML)
11'10"	N-2	7-7-10-16/6"	24"	100			207.5	N-2 11'10" - 13'10") Stiff, brownish green, diatomaceous silt - brittle in place, slightly plastic but rolled out soil thread cracks and has low toughness. (ML)
13'10"	C-1		12"	35				C-1 13'10" - 16½') Very stiff, greenish gray diatomaceous silt. (ML)
16½	N-3	5-10-14-14/6"	24"	100			112.1	N-3 16½' - 18½') Very stiff, greenish gray, diatomaceous silt (ML)
								At 17'3" to 17'4" is a thin layer of gray silt. (ML)
	C-2		36"	100				C-2 18½' - 21½') 18½' to 19½' Very stiff to hard, greenish gray, diatomaceous silt (ML)
								19½' to 19'7" Dense, gray silty, fine sand (SM)
								19'7" to 21½' Very stiff, greenish gray, diatomaceous silt. (ML)
21½	C-3		60"	100				C-3 21½' - 26½') Very stiff, greenish gray, diatomaceous silt. (ML)
26½	N-4	7-10-14-15/6"	24"	100			145.4	N-4 26½' - 28½') Same as C-3 (ML)
28½	C-4		32"	89				C-4 28½' - 31½') Same as Above (ML)
31½	C-5		60"	100				C-5 31½' - 36½') Same as Above (ML)
36½	N-5	7-9-14-16	24"	100			153.3	N-5 36½' - 38½') Same as Above (ML)
38½	C-6		19"	53				C-6 38½' - 41½) Same as Above (ML)
41½	C-7		45"	75				C-7 41½' - 46½') 41½ to 45'3" Same as Above. (ML)
								45'3" to 45'4" Dense, black, medium grained sand composed of angular volcanic lapilli. (S

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass - Klamoth River Structure
Hole No. 84-10
Highway FAS B 39''
County Klamoth
Prefix 518-1986-926
Purpose of Work
Bridge No.
Equipment
Tube Elev.
Geologist
Driller
Recorder
Hole Location Line, Sta. Lt. C.L. Rt.
Ground Elev.

Tests
"N" — Standard Penetration, No. ____
"M" — Oregon Miniature Pile, No. ____
"C" — Core, Barrel Type ________ No. ____
"U" — Undisturbed Sample, Size ________ No. ____

Drilling Method
Auger Depth ____
Casing Depth ____
Open Depth ____
Total Depth ____

Groundwater Level	
Date	Depth

Date Started
Date Completed
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Wet-Dry Consistency / Jointed-Broken Plasticity / Angular-Rounded Organic Content / Drill Remarks etc.
								C-7 41½'-46½' Cont'd.) 45'4" to 46½' Very stiff, greenish gray, diatomaceous silt. (ML)
46½	N-6	6-8-13-18/6"	19"	79			185.2	N-6 46½'-48½') 46½' to 48'4" Very stiff, greenish gray, diatomaceous silt (ML)
								48'4" to 48½' Very stiff, gray, fine sandy silt (ML)
48½	C-8		36"	100				C-8 48½-51½') Very stiff, gray diatomaceous silt. (ML)
51½	C-9		22"	37				C-9 51½'-56½') Gray, diatomaceous silt. Highly broken and fragmented into angular fragments > ½" dia. (ML)
56½	N-7	10-12-14-15/6"	21"	88			135.8	N-7 56½'-58½') 56½' to 56'10" Very stiff, gray, diatomaceous silt. (ML)
								56'10" to 57' Dense, gray, silty, fine grained sand (SM)
								57' to 58½' Very stiff brownish gray, diatomaceous silt. (ML)
58½	C-10		27"	75				C-10 58½'-61½') Very stiff, brownish gray, diatomaceous silt - Extremely broken up "diced" into fragments ≥ ½" dia. (ML)
61½	C-11		33"	55				C-11 61½'-66½') Very stiff, brownish green, diatomaceous silt. Highly broken into angular fragments ≥ ½" dia. (ML)
								(OVER)

Hole No. 84-10 Page 4 of 4

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
66½'	N-8	8-13-15-17 /6"	16"	67			132.0	N-8 66½'-68½') Same as C-11. (ML)
↓								
68½'								End Hole 68½ Ft.
End								
Hole								

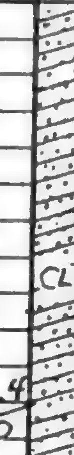
Page 1 of 1

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project South Side Bypass - Klamath River Structure		Hole No. 84-11
Highway FAS B219	County Klamath	Prefix 518-1986-926
Purpose of Work Foundation Investigation		Bridge No.
Equipment Mobile B-50, 71-893		Tube Elev.
Geologist R. Davis	Driller C. Fish	Recorder R. Davis
Hole Location L5 Line, Sta. 122+94 5 @ ℄ Lt.	C.L. Rt.	Ground Elev. 4092.6

Tests		Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No.		Auger Depth	Date	Depth
"M" — Oregon Miniature Pile,	No.	HQ wireline	Casing Depth 11½'		
"C" — Core, Barrel Type HQ inner bbl. 2.5" i.d.	No. 2		Open Depth		
"U" — Undisturbed Sample, Size	No.		Total Depth 11½'		

Date Started 6-22-84	Date Completed 6-22-84	Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness / R.Q.D. elev. 4092.6	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
	Graphic Scale: 1"=2'							0 - 5½ Ft. Stiff, brown, sandy clay (CL)
								5½ Ft. - End Hole @ 11½ Ft Weathered, volcanic breccia - basaltic composition. Light brown sandy clay infill interstices between rock fragments.
0	C-1		25"	38				C-1 0 - 5½') Stiff, brown, sandy clay - plastic. (CL)
5½	C-2		57"	79	3.5 to 4 0			C-2 5½' - 11½') Weathered volcanic breccia composed of angular basalt rock fragments and scoria - Recover cored pieces up to 3" long. Rock has been partly decomposed to a light brown, sandy clay which forms the interstitial infilling between fragments. Hardness of basalt fragments is 3.5 to 4
					4087.1			
11½ End Hole								11½ Ft. End Hole
					4081.1			

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project The Dalles/Calif. Hwy. Klamath River & BNRR O'xing			Hole No. 85-1
Highway Southside Bypass (FAS B319)	County Klamath		Prefix 518-1986-926
Purpose of Work Foundation Investigation			Bridge No. 16333
Equipment Mobile B-50 71-893			Tube Elev.
Geologist R. Davis	Driller C. Fish		Recorder R. Davis
Hole Location L^s Line, Sta. 124+39	Lt.	C.L. Rt. 2'	Ground Elev. 4089.5'

Tests

"N" — Standard Penetration, No. 10

"M" — Oregon Miniature Pile, No.

"C" — Core, Barrel Type HQ innerbbl. 2.5" i.d. No. 5

"U" — Undisturbed Sample, Size No.

Drilling Method

HQ wireline

Auger Depth

Casing Depth 41'

Open Depth

Total Depth 41'

Groundwater Level

Date	Depth
1-23-85	1.5

Date Started 1-15-85

Date Completed 1-16-85

Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
0	C-1	Note: Soil & Rock Modifiers from Soil/Rock Classification System sent to Reg. Soils & Gm. by Geotechnical Group	8"	11		Emb.		C-1 0-6') 0 to 2' Embankment used to build a drill pad over the marshy area where bent #1 will be located. Note: O.G. elev. = 4087.5 2' to 6' Dark gray silt containing occasional particles of decayed grass and roots. Also has strong odor and dark color of soils containing organic material. (OL)
6	N-1	4-7-13-8/6"	24"	100		OL	56.7	N-1 6'-8') Medium dense, dark grey, silt containing occasional decayed grass and roots. Also has strong odor of finely divided organics. non-plastic (OL)
8	N-2	11-13-17-15/6"	24"	100			36.4	N-2 8'-10') Dense dark gray silt as described in N-1. Some color mottling of orange-brown, and yellow-green possibly colors caused by decayed organics. (OL)

Hole No. 85-1 Page 2 of 4

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery.	% Recovery	Hardness R.Q.D.	Graphic Log	% Natural Moisture	erial Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
10'	N-3	5-8-6-7/6"	24"	100		OL	88.7	N-3 10-12') 10' to 11' Same as N-2 (OL) 11' to 12' Color change → mottled lt. gray & blue-grn. For overall color of gray. Still contains occasional decayed grass and roots but no longer has color or strong odor of finely divided organics. Dilatancy quick; non-plastic (ML-OL)
12'	N-4	2-6-14-26/6"	20"	83		ML-OL SW	52.3	N-4 12'-14') 12' to 13' Mottled lt. gray & blue-grn. silt containing occasional decayed grass and roots along w/ scattered carbonized wood (ML-OL) 13' to 13'10" Dense dark blue-gray to grn-gray (color mottled) medium to fine grained clean sand. Grain shape is angular-subangular (SW) 13'10" to 14' Dense gray silty medium grained sand (SM)
14'	N-5	16-11-20-48/6"	24"	100		SM ML	124.3	N-5 14'-16') 14' to 14'2" Dense, gray, silty, med. grained sand. (SM) 14'2" to 15½' Grades to dense light brown to tan sandy silt containing occasional stringers of sand ¼" to ½" th. which are mineralized w/pyrite. (ML) 15½' to 16' Dense dark blue to grn.-gray coarse to fine grained sand. Angular to subangular shaped grains. (SW)
16'	N-6	36-41-47-50/6"	24"	100	SM-ML →	SW	40.5	N-6 16'-18') 16' to 17'3" Very dense, dark blue-gray to dark grn-gray fine to coarse grained clean sand (SW) 17'3" to 17'6" Very dense brown-gray sand-silt mixture; Soil is brittle (SM-ML). 17'6" to 18' Very dense dark blue-gray to dark grn.-gray, fine to coarse grained clean sand. Angular shaped, well keyed grains, appears moist. (SW)
18'	N-7	13-12-6-12/6"	24"	100	pumice →	SW	59.4	N-7 18'-20') 18' to 19' Med. dense gray fine to coarse grained pumice sand (wet) (SW). 19' to 20' Med. dense brown-gray silt w/some fine black sand. Contains zones of black silt. Slightly plastic and exhibits dilatancy. Also contains slickensided shear planes. (ML)
20'	N-8	8-9-13-14/6"	24"	100		ML	92.8	N-8 20'-22') Medium dense brown-grey diatomaceous silt w/a trace of fine black sand. Slightly plastic yet exhibits quick dilatancy. Contains stringers of pyrite mineralization (ML)
22'	N-9	9-21-19-12/6"	20"	83		GM ML	114.3	N-9 22'-24') 22' to 22½' silty, sandy, fine gravels. Gravels are up to ¾" dia. and are subrounded. (GM) 22½' to 23½' Very dense, brown-gray diatomaceous silt containing traces of fine volcanic sand; moist & brittle (ML) 23½' to 24' Very dense br [illegible] h-grey diatomaceous silt w/zones

(cont'd page 3)

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project The Dalles/Calif. Hwy. Klamath River & BNRR O'xing
Highway Southside Bypass (FAS B319) County Klamath
Purpose of Work
Equipment
Geologist Driller
Hole Location Line, Sta. Lt. C.L. Rt.

Hole No. B5-1
Prefix 518-1986-926
Bridge No. 16333
Tube Elev.
Recorder
Ground Elev.

Tests
"N" — Standard Penetration, No. ____
"M" — Oregon Miniature Pile, No. ____
"C" — Core, Barrel Type ____ No. ____
"U" — Undisturbed Sample, Size ____ No. ____

Drilling Method
Auger Depth ____
Casing Depth ____
Open Depth ____
Total Depth ____

Groundwater Level

Date	Depth

Date Started 1-15-85
Date Completed 1-16-85
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
↓								½" to 1" th. of dark brown sandy silt. Sand is fine to med. grained, angular, & of volcanic origin. (ML)
24	C-2	Note: Approx. 12" of core fell out of inner bbl. back into the hole.	3"	8	<2	ML		C-2 24'-27') 24' to 25' Very dense light brown diatomaceous silt containing traces of fine, black, volcanic sand. Also contains slickensided shear planes. (ML) 25' to 27' Very soft, gray, weathered tuff (contains pyroclastic fragments). Can be scratched and indented w/ thumbnail & can be peeled w/ knife. Easily indented w/ point of G-pick. Looks much like sandstone only of volcanic origin. Particles are very rough and angular.
27'	C-3		52"	87	<2 / 100	weathered tuff		C-3 27'-32') Very soft, gray, weathered tuff. Can be scratched w/ thumbnail & w/ some difficulty indented w/ thumbnail. Easily indented w/ point of G-pick.
32	N-10	39/6" 50/3"	9"	100				N-10 32'-32'9") Very soft, gray, weathered tuff. Not enough sample for accurate % moisture.
32'9"	C-4		48"	94	see descrip. / 59			C-4 32'9"-37') Over

Hole No. 85-1 Page 4 of 4

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
			Basalt Cobble →					32'9" to 33½' Recover a 9" long piece of dark gray, moderately vesicular basalt. Cobble is fresh; Hardness = 4, Cobble sized fragment enclosed within the tuff.
			Weathered Tuff →					33½ to 34½' Gray, very soft, weathered tuff. Hardness <2.
								34½' to 37' Dark gray, soft, slightly vesicular, moderately to moderately severely weathered basalt. Hardness = 3. Has both open and closed joints. The upper 6" of core has been brecciated & recemented. Some fracture surfaces are slickensided. Fractures and joints have a thin coating of green clay. Joints and fractures are spaced 2" to 6" apart.
7'	C-5		48"	100	3 / 21	Weathered basalt		C-5 37'-41') Dark gray, soft, slightly vesicular, moderately weathered basalt. Hardness = 3. Joints are oriented both vertically and horizontally & are intersecting. They are spaced 1" to 6" apart and many of the joint surfaces have a thin coating of green clay. Joint surfaces are rough and irregular. The rock cannot be scratched or indented w/a thumbnail but can be easily indented & broken w/ the point of a G-pick.
41'								41' End of hole.

Page 1 of 1

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project South Side Bypass/Klamath River Structure
Hole No. TP-1
Highway FAS B319
County Klamath
Prefix 51B-1926-935
Purpose of Work
Bridge No.
Equipment Backhoe
Tube Elev.
Geologist
Driller
Recorder E Brassard/B.Burks
Hole Location L^5 Line, Sta. 134+00 Lt. [✓ C.L.] Rt.
Ground Elev.

Tests

"N" — Standard Penetration, No.
"M" — Oregon Miniature Pile, No.
"C" — Core, Barrel Type No.
"U" — Undisturbed Sample, Size 2.5" No. 3

Drilling Method

Auger Depth
Casing Depth
Open Depth
Total Depth

Groundwater Level

Date	Depth
4-4-85	2.5'

Date Started
Date Completed
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery,	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Consistency / Plasticity / Organic Content Wet-Dry / Jointed-Broken / Angular-Rounded / Drill Remarks etc.
0								0-1ft Black diatomaceous
								silt with scattered organics
								Torvane: 0.12, 0.21, 0.10, 0.11,
1	J-1							0.20 tsf
								Root Mat to 0.5'.
2	J-2							1-2 ft Dark gray silt with
								scattered organics
2.5'	U-1		9"	30				Torvane: 0.14, 0.30 tsf
3.25	U-2		15"	50				
								2-3 ft Dark gray Silt with
3.5'	J-3							occasional organics
								Torvane: 0.28, 0.25, 0.25, 0.30,
								0.20 tsf
4.5	J-4	, U-3	17"	57				
								3-4 ft Gray Silt
								Torvane: 0.30, 0.35, 0.40,
								0.35, 0.31, 0.28 tsf
								5-7 ft Mottled Brown gray
								silt
6.5	J-5							
								5.5'-Torvane: 0.40, 0.36 tsf
7	J-6							6.5'-Torvane: 0.47, 0.40 tsf
8								
End TP-1								End TP-1 @ 8'

734-3976 (REV. 12-82)

Page 1 of 1

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass		Hole No. TP-2
Highway FAS B319	County Klamath	Prefix 518-1926-935
Purpose of Work		Bridge No.
Equipment Back hoe		Tube Elev.
Geologist	Driller	Recorder E. Blasard/B. Burns
Hole Location L Line, Sta. 134+00 Lt.	C.L. Rt. 45'	Ground Elev.

Tests

"N" — Standard Penetration, No. ____

"M" — Oregon Miniature Pile, No. ____

"C" — Core, Barrel Type ____ No. ____

"U" — Undisturbed Sample, Size 2.5" No. 1

Drilling Method

Auger Depth ____

Casing Depth ____

Open Depth ____

Total Depth ____

Groundwater Level

Date	Depth
4-4-85	3'

Date Started

Date Completed

Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R Q D	Graphic Log	% Natural Moisture	Material Description Color Consistency Plasticity Organic Content Wet-Dry Jointed-Broken Angular-Rounded Drill Remarks etc.
0								0-1 Black silt with scattered organics Torvane: 0.15, 0.20 tsf Root mat to 0.5'
1	J-1							
1.5	U-1		20"	67				1-2 Dark Gray silt with scattered organics Torvane: 0.20, 0.22 tsf
2	J-2							
								2-3 Dark Gray Silt Torvane: 0.30, 0.20, 0.23 tsf
3	J-3							
								3-4 Gray silt Torvane: 0.30, 0.37, 0.35 tsf
4.5	J-4							4-5 Gray Silt Torvane: 0.35, 0.35 tsf
								END TP-2 at 6'
6 END TP-2								

Page 1 of 1

SOILS AND GEOLOGICAL EXPLORATION LOG

HIGHWAY DIVISION

Project South Side Bypass		Hole No. TP-3
Highway FAS B319	County Klamath	Prefix 518-1926-935
Purpose of Work		Bridge No.
Equipment Backhoe		Tube Elev.
Geologist	Driller	Recorder E. Brossard/B. Burks
Hole Location L Line, Sta. 124+19 Lt. 12' C.L. Rt.		Ground Elev.

Tests		Drilling Method		Groundwater Level	
"N" — Standard Penetration,	No.	Auger Depth		Date	Depth
"M" — Oregon Miniature Pile,	No.	Casing Depth		4-5-85	0.G.
"C" — Core, Barrel Type	No.	Open Depth			
"U" — Undisturbed Sample, Size	No.	Total Depth			

Date Started	Date Completed	Sample Data Sheet No.

Depth, ft.	Test Type No	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description Color / Wet-Dry Consistency / Jointed-Broken Plasticity / Angular-Rounded Organic Content / Drill Remarks etc.
0								0-1.5'] Black organic Silt
0.5	J-1							Torvane: 0.15, 0.16 tsf
								Root Mat to 1.5'
								1.5-2.5] Black silt with numerous
2.0	J-2							organics
								Torvane: 0.27, 0.28 tsf
3.0	J-3							2.5-3.5] Dark gray silt
								Torvane: 0.30, 0.33 tsf
								3.5-4.5] Dark gray silt with
4.5	J-4							trace of clay
								Torvane: 0.28, 0.20, 0.20 tsf
5.5	J-5							4.5-5.5] Dark gray Silt with
								trace of clay
								Torvane: 0.28, 0.25, 0.28 tsf
6.5	J-6							
								5.5-6.5] Brown Silt
								Torvane: 0.40, 0.47, 0.40 ts
								6.5-8] Gray-Brown Silt
8.0	J-7							w/ trace of clay
END TP-3								Torvane: 0.5, 0.45 tsf
								END TP-3 @ 8'

734-3976 (REV. 12-82)

Page 1 of 1

SOILS AND GEOLOGICAL EXPLORATION LOG
HIGHWAY DIVISION

Project South Side Bypass		Hole No. TP - 4
Highway FAS B319	County Klamath	Prefix 518 - 1926 - 935
Purpose of Work		Bridge No.
Equipment Backhoe		Tube Elev.
Geologist	Driller	Recorder E. Brossard/B. Burns
Hole Location L^5 Line, Sta. 124 + 06 Lt.	C.L. Rt. 13'	Ground Elev.

Tests

"N" — Standard Penetration, No. ____
"M" — Oregon Miniature Pile, No. ____
"C" — Core, Barrel Type ____ No. ____
"U" — Undisturbed Sample, Size 2.5" No. 1

Drilling Method

Auger Depth ____
Casing Depth ____
Open Depth ____
Total Depth ____

Groundwater Level

Date	Depth
4-5-85	0.6.

Date Started
Date Completed
Sample Data Sheet No.

Depth, ft.	Test Type No.	Driving Resistance	Measured Recovery	% Recovery	Hardness / R.Q.D.	Graphic Log	% Natural Moisture	Material Description: Color, Consistency, Plasticity, Organic Content, Wet-Dry, Jointed-Broken, Angular-Rounded, Drill Remarks etc.
0								0-2] Black organic Silt
								Root mat to 1.5'
2.5	J-1							2-3] Black silt w/ numerous organics
								Torvane: 0.17, 0.15 tsf
3.0	U-1	, J-2	12"	40				
								3-4] Black silt w/ scattered organics
4.5	J-3							Torvane: 0.37, 0.30, 0.28, 0.33 tsf
5.0								4-5] Dark Gray Silt
END TP-4								
								END TP-4 @ 5'

734-3976 (REV. 12-82)

APPENDIX B

IN-SITU
SHEAR STRENGTH
TESTING

APPENDIX B

IN-SITU
SHEAR STRENGTH
TESTING

GENERAL

Vane shear tests at both abutment locations were performed in April, 1985. The locations of these tests are shown on the Site Plan, Figure 2. The vane shear test program was to determine the in-place shear strength in soft cohesive soils. The structure of the soft cohesive soil is such that it can be readily disturbed during normal sampling and may be disturbed during the shipping of the samples to the laboratory. In-situ shear tests are usually the most reliable to determine actual undrained strength conditions.

The vane shear tests were performed at 2½-foot intervals. A hand auger was used to bore the initial depth of the hole. The vane was then inserted by direct pressure (weight) of the operators. Where necessary, subsequent test depths were attained by a combination of augering and/or direct pressure.

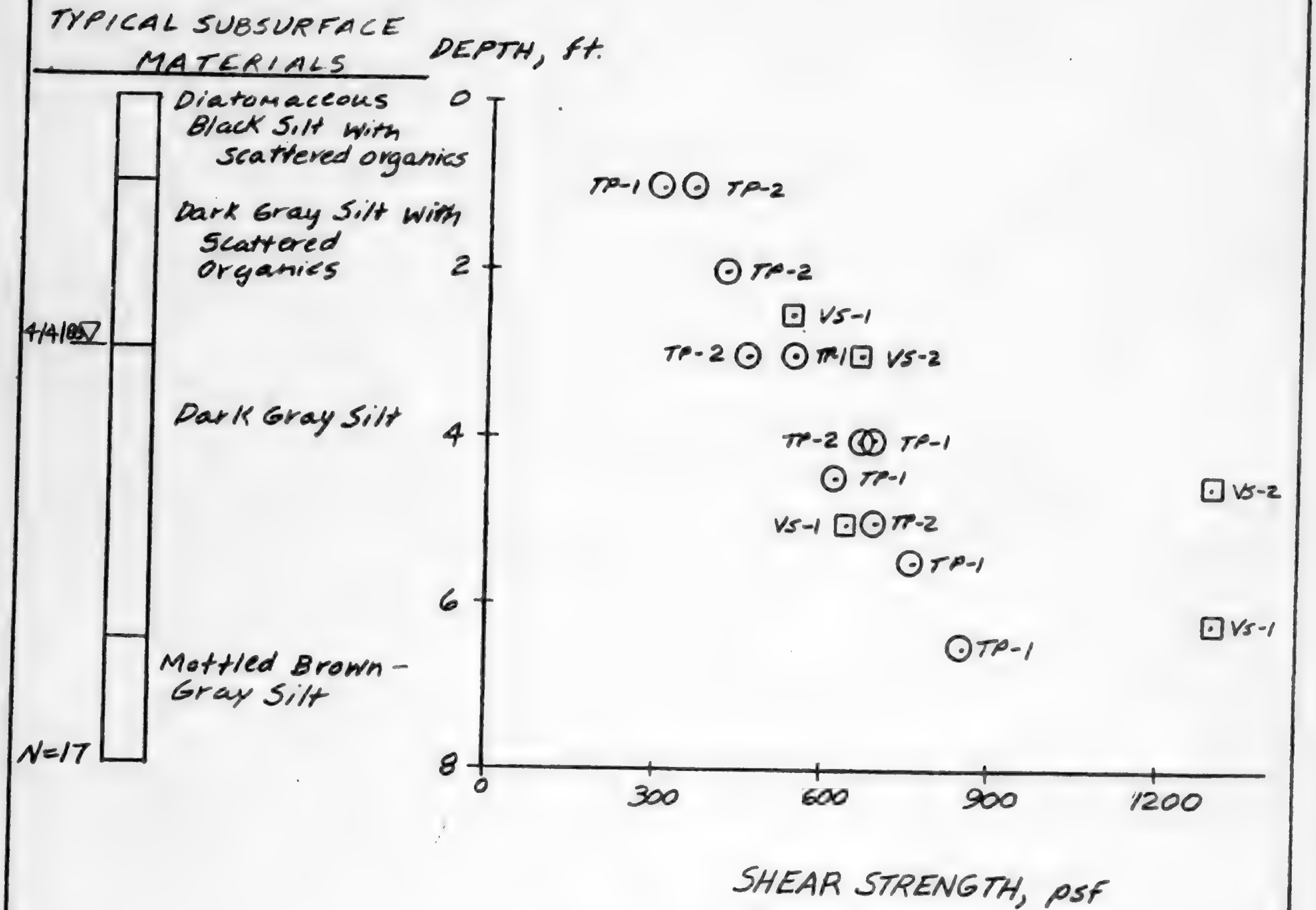
Additional shear strength tests were performed using the hand-held Torvane. The Torvane tests were performed in the test pits, made near the vane shear test holes.

TEST RESULTS

The peak undrained shear strengths (corrected for rod friction) for each vane shear test were determined. The vane shear and Torvane data are summarized on Figures 1-B and 2-B for the east and west approaches, respectively.

VANE SHEAR AND TORVANE TEST RESULTS

TEST PITS 1 AND 2



⊡ Vane Shear

⊙ Torvane

N Blows/foot, from boring 84-10

SHEAR STRENGTH RESULTS

HWY F.A.S. B319 BR. # 16333

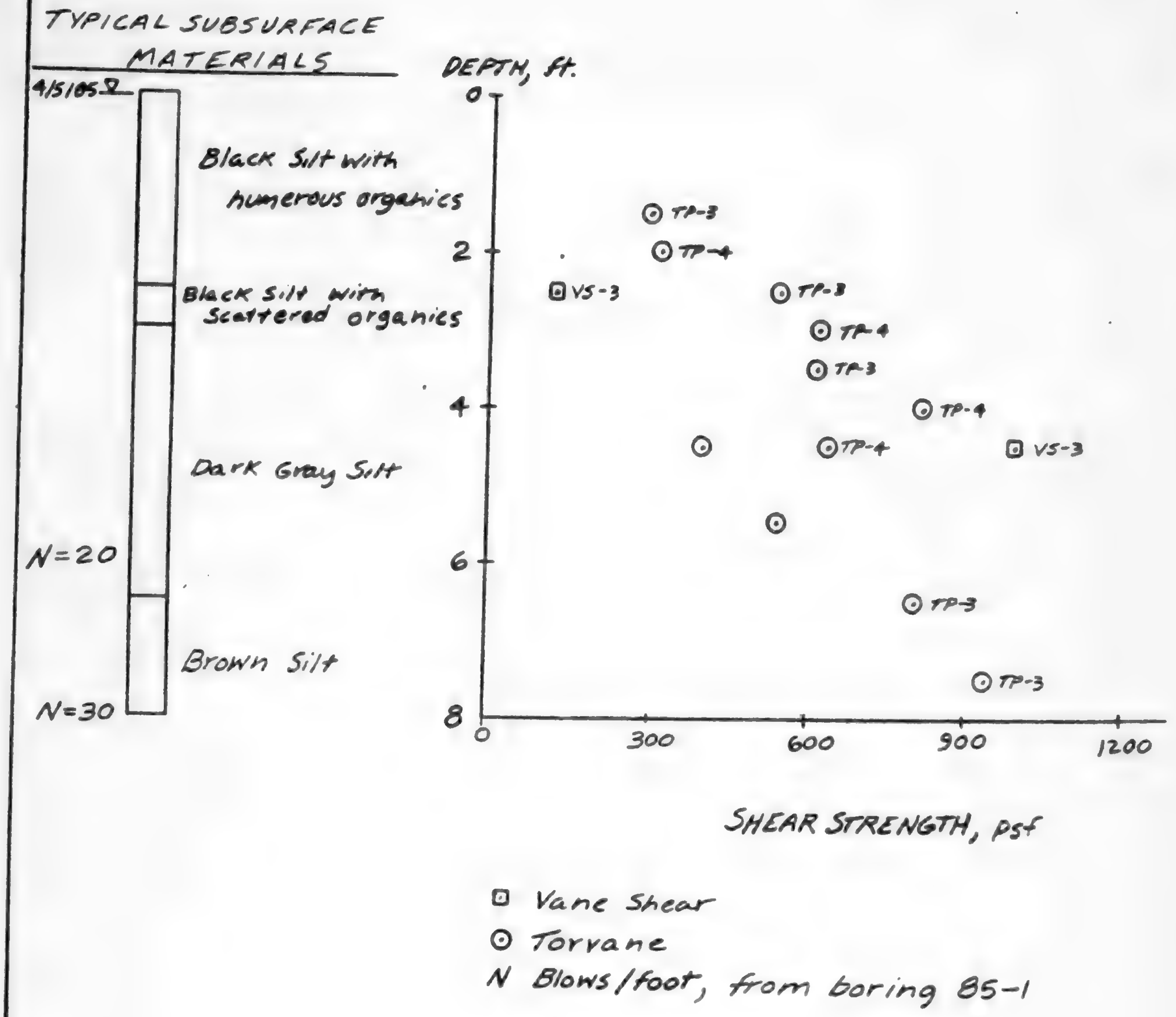
PREFIX 518-1920 DATE 5/85

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 1-B

VANE SHEAR AND TORVANE TEST RESULTS

TEST PITS 3 AND 4



SHEAR STRENGTH RESULTS

HWY FAS B319. BR. # 16333

PREFIX 518-1920 DATE 5/85

OREGON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 2-B

APPENDIX C

LABORATORY TESTING

APPENDIX C

LABORATORY TESTS

The undisturbed samples obtained from the test pits were examined in our laboratory. Laboratory tests were performed to classify the soils. The classification tests included water contents, Atterberg Limits, and hydrometer analyses. The results of these tests are listed on Figure 1-C.

Three consolidation tests were also performed on the undisturbed samples obtained from Test pits 1,2 and 4. The results of these tests are shown on Figure 1-C. The values shown for c_v, the coefficient of consolidation, are representative values that correspond to loading conditions that will be experienced at the site.

CLASSIFICATION							CONSOLIDATION		
BORING, SAMPLE	DEPTH	DESCRIPTION	NATURAL MOISTURE, W_n	ATTERBERG LIMITS		UNIT (PCF) WEIGHT, γ_n	P_o' (PSF)	P_c' (PSF)	
				LL	PL				
TP-2, U-1	1½'	Diatomaceous silt with scattered organics	201.9%	106%	NP	76.1	114.2	2600	0
TP-1, U-2	3¼'	Diatomaceous silt with occasional organics	209.9%	109%	NP	77.2	204.1	2600	0.
TP-4, U-1	3'	Silt with some fine sand	56.0%	55%	NP	98.5	108.3	2000	0.

P_o' - Effective Overburden Pressure

P_c' - Preconsolidation Pressure

C_c' - Compression Index ($C_c' = C_c/(1+e_o)$)

C_r' - Recompression Index ($C_r' = C_r/(1+e_o)$)

C_α - Coefficient of Secondary Compression

C_v - Coefficient of Consolidation

NOTE: All PARAMETERS DETERMINED FROM LABORATORY TESTS

ONSOLIDATION PARAMETERS					SHEAR STRENGTH		
					TORVANE		
P_c^M (PSF)	C_c' STRAIN/LOG CYCLE PRESSURE	C_r' STRAIN/LOG CYCLE PRESSURE	C_α STRAIN/LOG CYCLE TIME	C_v, (FT²/DAY)	UNDISTURBED	REMOLDED	SENSITIVITY
2600	0.175	0.021	0.0028	3.72	0.15 tsf	0.07 tsf	2
2600	0.162	0.020	0.003	3.70	0.19 tsf	0.11 tsf	2
2000	0.048	0.008	0.001	3.70	0.10 tsf	0.04 tsf	3

$(C_r = C_r/(1+e_o))$
Compression
tion

LL - Liquid Limit
PL - Plastic Limit
γ_M - Moist Unit Weight

TESTS

HWY FAS. B319 BR. # 16333
PREFIX 518-1920 DATE 5/85

ORECON STATE HIGHWAY DIVISION GEOTECHNICAL GROUP

FIGURE 1-C

Fin 7-4.1
K. Falls

STATE OF OREGON

INTEROFFICE MEMO

TO: Harold Brainerd
Right of Way Supervisor

DATE: May 15, 1985

Dale D Allen

FROM: Dale D. Allen
Region Engineer

SUBJECT: Southside ByPass
Prefix No. 518-1920

Verbal approval has been received from the Highway Division (Bothman, Potter, and Boyd) and Klamath County Commissioners to modify the Right of Way Services Agreement for the above project. This modification will allow the Highway Division to proceed with condemnation, if necessary, in order to avoid delays in the contract.

Please draft the proposed revision, review it with Klamath County, and have Salem prepare the official copy for signatures.

I have advised Duane Christensen that this action will allow the right of way actions to proceed on schedule.

DA:mr

cc: Bob Bothman
Bruce Boyd
Earl Kessler
Duane Christensen

R. N. BOTHMAN

RECEIVED STATE HWY ENGR						
MAY 16 '85						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

April 19, 1985

IN REPLY REFER TO

HBR-OR

Mr. H. S. Coulter, State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project RSB-319(1)
The Dalles/California Highway Washburn Way Section
(BNRR Klamath River Overcrossing)

We have reviewed the preliminary bridge plan submittal dated January 4, 1985 to Mr. Dale D. Allen, Region 4 Engineer, signed by O. M. Parent.

We find the proposal very interesting, particularly the substructure design. The alternate proposal for two 5-foot-diameter drilled-in columns for the bents is an innovation that needs careful review and could be the forefront of a new foundation type in Oregon. Because of the unique type and the diatomaceous soil support the columns must rest in, we informally requested and received your computer printout of the column design.

We would like to review the pier selection further for possible reduction in drilled column penetration.

We will inform you as soon as possible of our review results.

Sincerely yours,

For
Dale E. Wilken
Division Administrator

cc:
OSHD (Mr Hunter, Asst SHE f/Tech Sycs)
OSHD (Mr Hart, Bridge Engineer)

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO
Hunter
FOR

Info	Immed	R/D	D/R	Sign	Act	File
					✓	

cy
WES

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

MAR 14 1980

Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

Dear Mr. Green:

We have reviewed the Final Environmental Impact Statement (EIS) for the Klamath Falls Southside Bypass. As you know, in our review of the Draft EIS we indicated our concern with the project's secondary impacts on water supply. The water supply in the area is from ground water and there is a history of some ground water contamination which further development could aggravate.

Although the Final EIS addresses the issue in general terms, we continue to have concerns regarding the secondary impacts on water quality. Specifically, we are interested in the following:

1. The location of public water supplies in the project vicinity (e.g. six wells adjacent to Link River Bridge) or other public water supply intakes. If this information, as well as the Klamath River flow direction relative to the project location, were depicted on a map, it would be easy to determine which water supplies could be affected by a spill.

2. The methods for disposal of highway runoff and their secondary impacts. We suggest that runoff be collected and channeled into interim holding basins where ultimate discharge may be to the wetlands or river. The holding basins would serve as a mechanism to retain spills for corrective action. An emergency public notification plan should be prepared to inform public water supply officials and private well owners in the event of a spill.

3. The methods of storage and use of chemicals such as deicers, pesticides and herbicides and an assessment of their impacts to the drinking water supplies.

4. Some estimates of the secondary growth attributed to the project should be made specifically for the increase in septic tank density. The report indicates that septic tank failures have occurred from high water tables and soils limitations. It is unacceptable to rely on subsequent monitoring and evaluation by the Oregon Department of Environmental Quality to answer the septic tank issue.

We believe these concerns can be addressed during the design phase of the project. However, we request that the above information be submitted to us for review and approval prior to the project going out for bids.

If you would like to discuss our comments, please contact either Harold Scott of EPA's drinking water program at (206) 442-1223 or (FTS) 399-1223 or Kathy Davidson of my staff at extension 4011.

Sincerely yours,

Roger K. Mochnick

Roger K. Mochnick, Acting Chief
Environmental Evaluation Branch

cc: Sam Little, EPA
Harold Scott, EPA
Irv Lloyd, FHWA

1985 The Dalles / California-Wash-10,171
burn Wy. Sec. of (South Side Bypass) @
Klamath Falls. (Gr, pv, st, & sign) #5

C&A 8154- 9/11/84
A&R 599- 1/16/81

NOISE STUDY REPORT

Klamath Falls Southside Bypass
Dalles/Calif. Hwy.-Washburn Way Section
Klamath County

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section
Gerald L. Morrison, Senior Acoustical Specialist

February 1985

RDE
Copy PDE
Copy SE
LE
LPE
OTE
FDE
PDS
BPM

RECEIVED
NOV 26 1985
ROAD DESIGN SECTION

LPC
LA
LDS
RWD
FLC
1 OFFICE JRM
Copy All
Return To

ENGINEER 6777
OREGON
JULY 17, 1970
JOSEPH N. SPEIGHT

Joseph N. Speight

Final Environmental Impact Statement
NOISE STUDY REPORT

Klamath Falls Southside Bypass
Dalles/Calif. Hwy.-Washburn Way Section
Klamath County

Prepared by

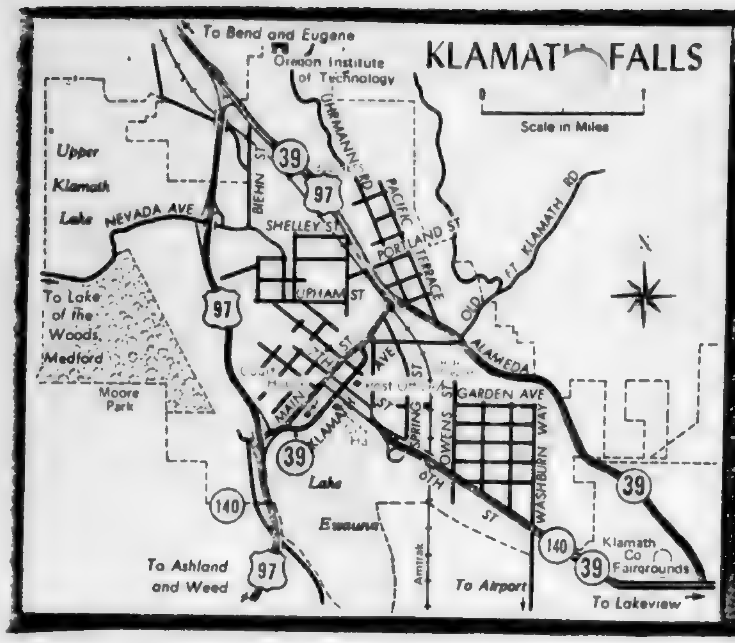
Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Environmental Engineer

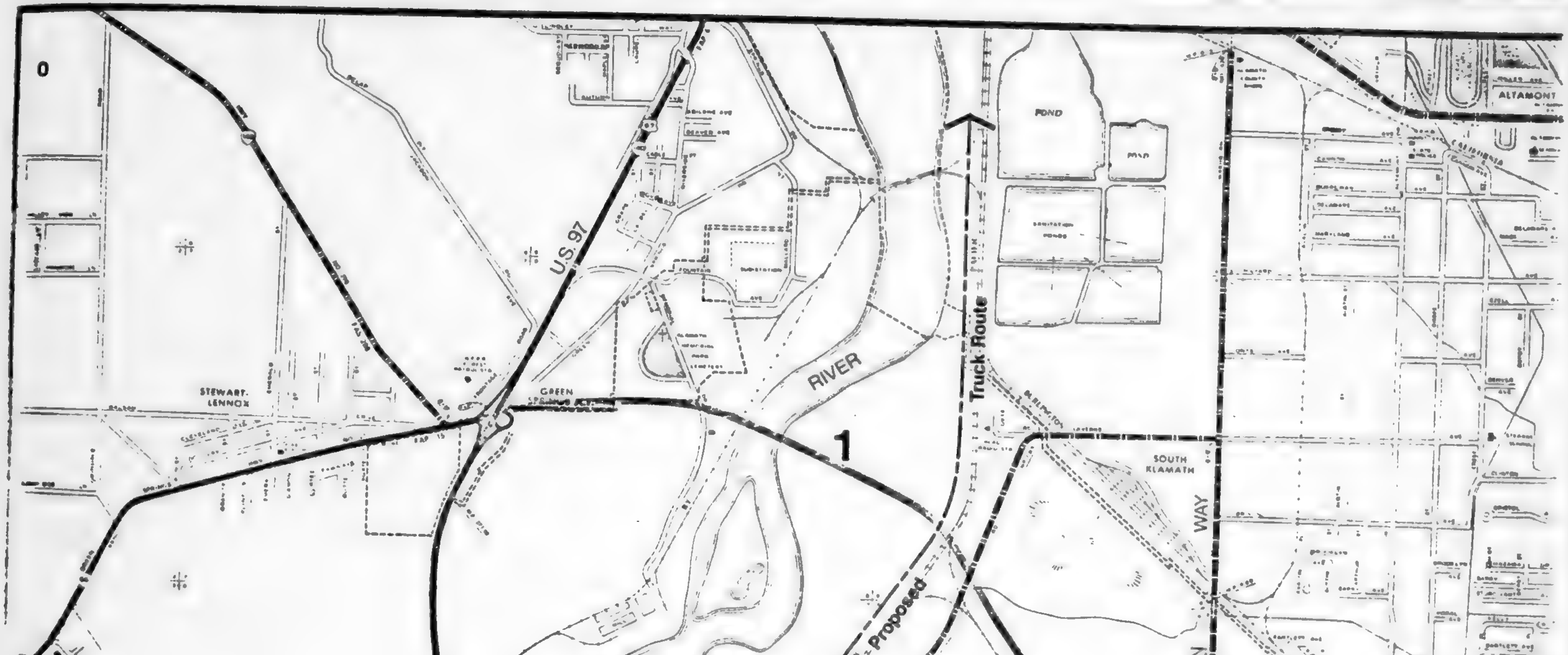
June, 1979

SOUTHSIDE BYPASS

KLAMATH FALLS

Alternative Routes


KLAMATH FALLS
Scale in Miles
To Bend and Eugene
Oregon Institute of Technology
Upper Klamath Lake
NEVADA AVE
To Lake of the Woods, Medford
Moore Park
BEHN ST
UHRMANN RD
PACIFIC TERRACE
PORTLAND ST
SHELLEY ST
UPHAM ST
OLD FT KLAMATH RD
ALAMEDA
MAIN ST
KLAMATH AVE
SPRING ST
OWENS ST
GARDEN AVE
6TH ST
WASHBURN WAY
Lake Ewauna
Amtrak
39
97
140
To Ashland and Weed
To Airport
Klamath Co Fairgrounds
To Lakeview


0
US 97
STEWART-LENNOX
GREEN SPRINGS
RIVER
POND
SANITATION PONDS
Truck Route
1
Proposed
SOUTH KLAMATH
WASHBURN WAY
ALTAMONT
KLAMATH
RIVER
JOHNS AVENUE
2
DIVERSION
3
JOE WRIGHT ROAD
ISLAND
MIDLAND HIGHWAY

KLAMATH FALLS SOUTHSIDE BYPASS
DALLES/CALIF. HWY.-WASHBURN WAY SECTION
KLAMATH COUNTY

I. Project Description

The project section is one segment out of a proposed three segment Southside Bypass, ultimately connecting U.S. 97 and Olene. Streets in the downtown area still carry the bulk of regional east-west traffic. The Southside Bypass would help remove truck and through traffic out of the central business district and alleviate traffic congestion in downtown Klamath Falls. Three improvement options are under study between U.S. 97 and Washburn Way: Green Springs (Alternative 1): Johns Avenue Extension (Alternative 2): and Joe Wright Road (Alternative 3).

Alternative 1 would require 2.82 miles of new roadway construction and would directly connect Johns Avenue at Washburn Way with Highway 97 at Greensprings Intersection. Major construction would include a new bridge over the Klamath River just south of Lake Ewauna, and a raised roadway section including structures over the Southern Pacific Main Line and Midland Highway.

Alternative 2 would upgrade Joe Wright Road from Highway 97 to a point just beyond the Southern Pacific main line tracks. The new road alignment would angle north east, crossing the Diversion Channel, the Midland Highway, and Southern Pacific spurline before connecting with Johns Avenue at Washburn Way.

Alternative 3 will upgrade Joe Wright Road, from Highway 97 to Washburn Way, and Washburn Way north to Johns Avenue. This bypass option would be a reconstruction of existing facilities.

A new truck route will be constructed by Klamath County just east of Lake Ewauna. The truck route would follow the Southern Pacific Railway line north from the bypass to downtown Klamath Falls.

Controlled access along the bypass classifies this as a type 1-A project according to FHPM 7-7-3.

II. Detailed Noise Analysis

A. Activities or Land Uses Adjacent to Project

Existing land use within the project area is primarily agricultural pasture land. Sparse housing is located along Midland Highway and Joe Wright Road. Property ownership within the project area is diverse: most parcels are over 20 acres in size, and many are greater than 40 acres. Some industrial development does exist primarily next to railroad lines and immediately west of the Klamath River.

Land use development is governed by the city of Klamath Falls Urban Growth Boundary, the State of Oregon planning goals and guidelines, and the Klamath County Comprehensive Plan.

B. Predicted Traffic Noise Levels

The FHWA Highway Traffic Noise Prediction Model was used to predict noise levels at 50 feet from the road centerline to determine if receptors adjoining the project would be impacted. The prediction method utilizes vehicular volumes, truck volumes, the vehicular speeds and topography. Peak hour and peak truck hour traffic conditions were studied for 1980 and 2000. Traffic variables used in this analysis are summarized in Appendix A. The peak truck hour condition produces a higher noise level and is used as the worst case.

Figure 1 indicates the predicted noise level at 50 feet from the centerline of each roadway section for the four alternatives in the year 2000. (See Appendix for further information on computed noise levels). The L_{eq} 67 dBA* design noise level is used to determine noise impacts at the right-of-way line. This level is given in FHPM 7-7-3 as maximum level for residences, schools, churches, and other activities listed in Category "B," exhibit 1.

---

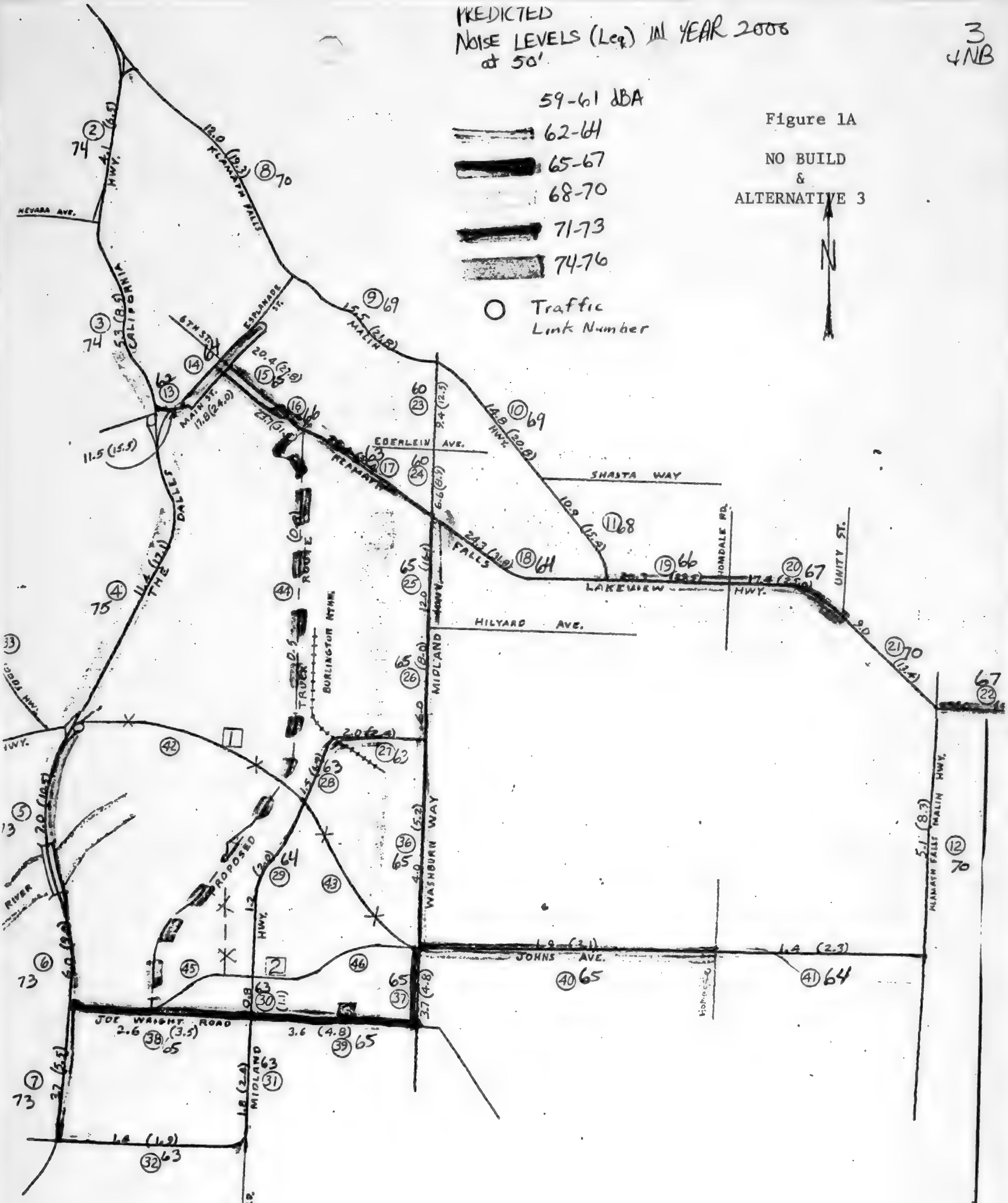
* Sound pressure is measured in decibels (dB). The decibel scale is logarithmic; therefore, a doubling of sound pressure results in a 3 dB increase. A 10 dB increase, however, is required before a doubling of loudness is perceived. Of the several types of weighted or adjusted scales, the "A" scale is used because it approximates human hearing. Sound pressure levels are expressed in dB "A" to indicate this. L_{eq} is the continuous equivalent sound level which would contain the same acoustic energy as the time-varying sound level for the same duration. Thus, the term "L_{eq} 67 dBA," then indicates the "average" sound pressure level of 67 decibels on the A-weighted scale for a period of one hour.

PREDICTED NOISE LEVELS (Leq) IN YEAR 2006 at 50'

3
4NB

Figure 1A

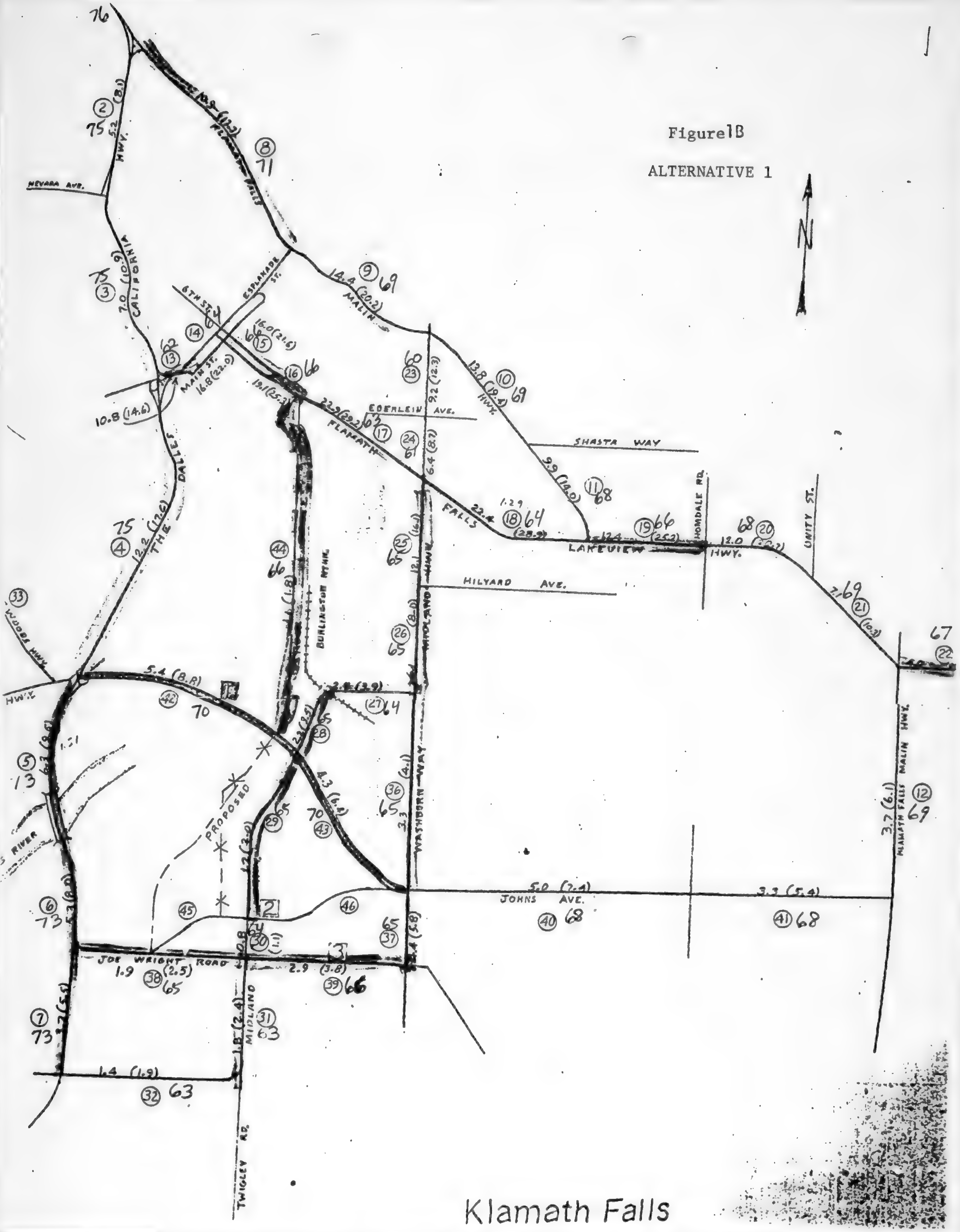
NO BUILD
&
ALTERNATIVE 3


59-61 dBA
62-64
65-67
68-70
71-73
74-76
○ Traffic Link Number
N
NEVADA AVE.
CALIFORNIA HWY.
KLAMATH FALLS MALIN HWY.
ESPLANADE ST.
6TH ST.
MAIN ST.
THE DALLES
EBERLEIN AVE.
SHASTA WAY
KLAMATH FALLS
LAKEVIEW HWY.
HOMEDALE RD.
UNITY ST.
HILYARD AVE.
MIDLAND HWY.
WASHBURN WAY
BURLINGTON NTHN.
TRUCK ROUTE
PROPOSED
JOHNS AVE.
JOE WRIGHT ROAD
MIDLAND
TWIGLEY RD.
RIVER
MALIN HWY.
1
2
②74
③74
④75
⑤73
⑥73
⑦73
⑧70
⑨69
⑩69
⑪68
⑫70
⑬62
⑭64
⑮65
⑯66
⑰63
⑱64
⑲66
⑳67
㉑70
㉒67
㉓60
㉔60
㉕65
㉖65
㉗63
㉘63
㉙64
㉚63
㉛63
㉜63
㉝
㊱65
㊲65
㊳65
㊴65
㊵65
㊶64
㊷
㊸
㊹
㊺
㊻
12.0 (18.2)
15.5 (21.8)
14.8 (20.8)
10.9 (15.4)
20.4 (27.8)
23.7 (31.6)
24.3 (34.0)
17.4 (25.0)
9.0 (13.4)
5.1 (8.3)
5.3 (8.5)
11.5 (15.5)
11.8 (24.0)
11.4 (17.1)
2.0 (10.5)
6.0 (8.8)
3.7 (5.5)
9.4 (12.3)
6.6 (8.5)
12.0 (15.1)
2.0 (2.8)
1.5 (1.9)
4.0 (5.3)
1.9 (3.1)
1.4 (2.3)
2.6 (3.5)
3.6 (4.8)
3.7 (4.8)
1.4 (1.9)
1.8 (2.4)

Klamath Falls

Figure 1B

ALTERNATIVE 1


N
CALIFORNIA HWY.
NEVADA AVE.
ESPLANADE ST.
6TH ST.
MAIN ST.
MALIN HWY.
EBERLEIN AVE.
SHASTA WAY
KLAMATH FALLS
LAKEVIEW HWY.
HOMDALE RD.
UNITY ST.
HILYARD AVE.
BURLINGTON WMN.
WASHBURN WAY
THE DALLES
WOODS HWY.
RIVER
PROPOSED
JOHNS AVE.
JOE WRIGHT ROAD
MIDLAND
TWIGLEY RD.
KLAMATH FALLS MALIN HWY.
76
75
71
69
68
67
66
65
64
63
62
61
60
70
73
1
2
3

Klamath Falls

Figure 1C

ALTERNATIVE 2

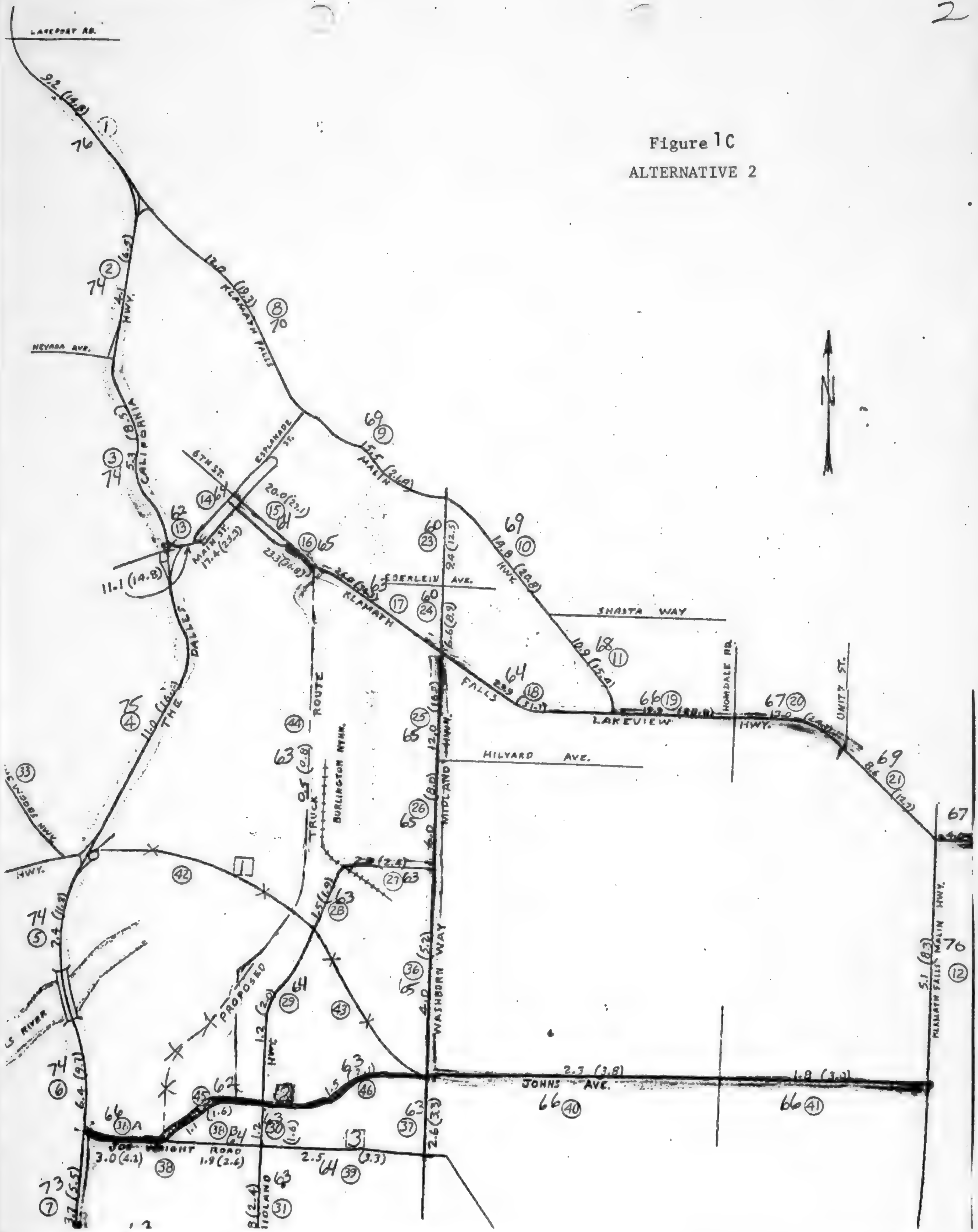

LAKEPORT RD.
9.2 (14.8)
①
76
NEVADA AVE.
CALIFORNIA HWY.
74 ② (6.0)
12.0 (19.3) KLAMATH FALLS
⑧ 70
③ 74
5.3 (8.5)
ESPLANADE ST.
6TH ST.
⑭ 64
⑬ 62
MAIN ST. 17.4 (23.3)
11.1 (14.8)
20.0 (22.1)
⑮ 61
⑯ 65
23.3 (30.8)
69 ⑨
15.5 MALIN (24.9)
60 ㉓
9.4 (12.5)
EBERLEIN AVE.
63 KLAMATH
⑰
60 ㉔
6.6 (8.9)
69 ⑩
14.8 HWY. (20.8)
SHASTA WAY
10.0 (15.0)
68 ⑪
FALLS
64 ⑱
23.9 (31.1)
66 ⑲
19.0 (28.0)
LAKEVIEW HWY.
HOMEDALE RD.
67 ⑳
13.0
UNITY ST.
69
8.6 ㉑ (12.7)
67
THE DALLES
75 ④
11.0 (16.3)
㉝
WOODS HWY.
HWY.
㉕
65
12.0 (16.8)
MIDLAND HWY.
HILYARD AVE.
㊹
TRUCK ROUTE
63 0.5 (0.8)
BURLINGTON NRR.
65 ㉖
4.0 (8.0)
①
㊷
2.0 (2.4)
㉗ 63
1.5 (1.9) 63
㉘
74 ⑤
2.4 (16.3)
RIVER
PROPOSED
㊶ 64
㉙
1.2 (2.0)
HWY.
WASHBURN WAY
㊱
4.0 (5.2)
㊸
76
⑫
5.1 (8.3)
KLAMATH FALLS MALIN HWY.
74 ⑥
6.4 (9.7)
66 ㊳A
㊺ 62
(1.6)
㊳B 64
②
1.5 63 ㊻
㉚ 63 (1.6)
63 ㊲
2.6 (3.3)
JOHNS AVE.
2.3 (3.8)
66 ㊵
1.8 (3.0)
66 ㊶
JOE WRIGHT ROAD
3.0 (4.1)
㊳
1.9 (2.6)
2.5 (3.3)
64 ㊴
③
73
⑦
3.1 (5.5)
HOLAND
63 ㉛
N

EXHIBIT #1

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA2/ $L_{eq}(h)$	$L_{10}(h)$	Description of Activity Category
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.
2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.
3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.
4/ See Paragraphs 8a, d, and e for method of application.

The selection of a design alternative will have little effect upon noise levels in the downtown area. All of the build alternatives will result in little change in the noise environment on 6th Street and Main Street. The positive effect a design alternative has upon removing autos and trucks from the downtown area and relieving congestion is offset by increased noise resulting from higher speeds.

An Apparent change in noise levels on Johns Avenue will result from Alternative 1. Noise levels are expected to increase by 3 dBA west of Homedale Road and 4 dBA east of Homedale Road. Other streets outside the project will be effected little by the selection of a design alternative.

C. Measured Noise Levels

Four site locations were chosen at which to take noise measurements (see Map 1). Measurements were made to get a feeling for the existing noise environment, to determine possibilities of traffic generated noise impacts on receptors, and to produce data upon which to check the prediction methodology. The noise measurements are summarized in Table 1--hourly vehicular volumes are estimates based on those recorded during the measurement period. The first three measurement locations were selected to get a feeling of ambient noise levels removed from the presence of highway traffic. This information provides a base for assessing the impact of noise level increases due to proposed improvements on new right-of-way. The fourth measurement was made in an area dominated by traffic noise. This measurement was checked against the FHWA prediction model and found to be in close agreement.

Both the Southern Pacific and Burlington Northern Railways operate in the project area daily. The Southern Pacific has two main lines -- one averaging 15 trains per day, the other 5. Burlington Northern averages 6 trains per day and maintains a switching yard between its intersection with the Southern Pacific line, just north of Laverne Avenue, and Johns Avenue. Two daily Amtrak trains also pass through the project area.

Kingsley Field located immediately southeast of the project area, is the location of commercial air service for Klamath Falls. In addition, three fixed base operators currently supply rental, maintenance, instruction air taxi, ambulance and charter service to the community. Kingsley Field is also the location of a U.S. Air Force Military Installation which operates jet and propeller-driven aircraft.

MAP 1

NOISE MEASUREMENT SITES

SOUTHSIDE BYPASS (KLAMATH FALLS)

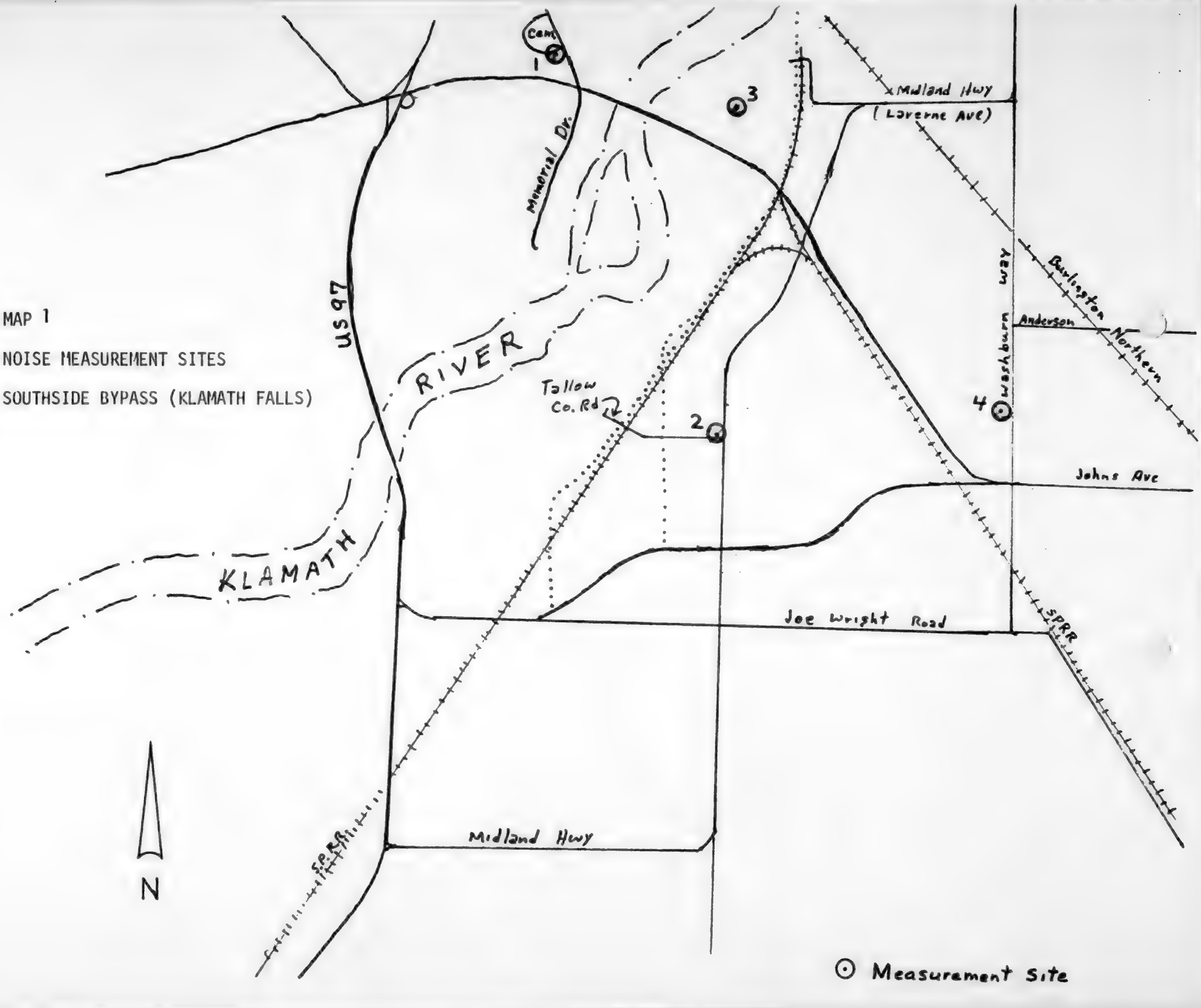

Cem
1
3
Midland Hwy
(Laverne Ave)
Memorial Dr.
US 97
RIVER
KLAMATH
Tallow Co. Rd
2
Washburn Way
Anderson
Burlington Northern
4
Johns Ave
Joe Wright Road
SPRR
Midland Hwy
S.P.R.R.
N
⊙ Measurement Site

TABLE 1

Noise Measurements and Observed Traffic Data

Site	Time and Date	Measured Noise Level (L_{eq} dBA)	Predicted Noise Level (L_{eq} dBA)	Distance From Roadway Centerline	Traffic Volume (Veh/hr.)		Speed MPH
					Autos	Trucks	
Site 1 Klamath Memorial Park Cemetery Near Memorial Drive	10:30 a.m. 5-23-79	43					
Site 2 Along Midland Hwy. on Tallow Co. Rd.	1:00 p.m. 5-23-79	52					
Site 3 S. of KLAD Radio Tower	9:00 a.m. 5-24-79	50					
Site 4* W. of Washburn Way	9:20 a.m. 5-24-79	58	59	100 ft.	162	11	40

Note: Measurement sites are considered soft sites--ground is acoustically absorptive.

* The number of vehicles during the measurement period do not represent peak traffic hour volumes and therefore do not necessarily reflect the existing worst noise levels.

Both the close proximity of the railroad tracks and Kingsley Field has contributed periodic loud noises to the project environment particularly Alternative 1, which is least affected by existing traffic noise.

Lumber mills, located along the Klamath River, also have an effect upon background noise levels. Noise from these mills was the single most dominant noise source in Measurement #3.

D. Traffic Noise Impacts

As one moves away from U.S. 97, the Midland Highway and Washburn Way, the traffic noise contribution to the sound environment diminishes. It is because the corridor alignments of Alternative 1 and 2 traverse areas quite distant from existing highways, that our analysis is concerned with the introduction of new noise into these areas. Recorded levels of 43, 50, and 52 (L_{eq}) are used as a base for assessing the impact of noise level increases on sensitive receptors in these two proposed corridor routes. A 10 dBA increase in noise levels is used as a guideline to determine if receptors are impacted by significant noise increases. This increase is equivalent to at least a doubling of noise loudness relative to present conditions and is considered a significant adverse impact.

None of the three Build Alternatives will cause noise levels above L_{eq} 67 dBA at any receptors. Reams Golf and Country Club, however, will experience an 18 dBA noise increase as a result of Alternative 1 and thus is impacted. Klamath Memorial Park Cemetery is also impacted, experiencing a 13 dBA noise increase as a result of this Alternative. One house, southwest of Midland Highway, will be impacted by the significant noise increase criteria for Alternative 2.

The significant noise increase criteria will not apply to homes located near the proposed truck route, regardless of Alternative. The close proximity of the railroad tracks to the truck routes has subjected these areas to periodic loud noise from trains and higher ambient noise levels.

E. Evaluation of Noise Abatement Measures

Alternative 1 has been judged the preferred route since the completion of the draft environmental impact statement. Klamath County has formally endorsed this Alternative for the project. It is for this reason that noise abatement measures will not be evaluated for the other proposals.

A possible means of mitigating traffic generated noise levels can be accomplished by sound barriers, such as suitable walls or earthen berms. Sound reducing barriers, however, should be long enough or situated so as to prevent the flanking of noise around the ends of barriers. Barriers must also be continuous without breaks or holes to be effective.

Noise levels generated by Alternative 1 will have a significant adverse impact upon Klamath Memorial Park Cemetery and Reams Golf and Country Club. The cemetery and golf course will experience a 13 and 18 d BA noise increase as a result of the Build Alternative. These two locations appear to be good candidates for sound barrier mitigation and were investigated further.

A preliminary engineering study was performed to determine if sound berms were physically and economically feasible.* Sufficient right-of-way exists to build earth berms and a berm is preferable to the construction of noise walls for its economic and aesthetic values. To be effective, a berm would need to be high enough to break the line-of-sight between the noise source and the receptor.

Klamath Memorial Park Cemetery

A 500-ft. sound berm placed between Station 108 and 113 left, as shown on Map 2, would mitigate noise impacts at the cemetery. The earth berm height would be 0-16 ft., would provide a 4-6 dBA noise reduction and would cost $15,000.

Reams Golf & Country Club

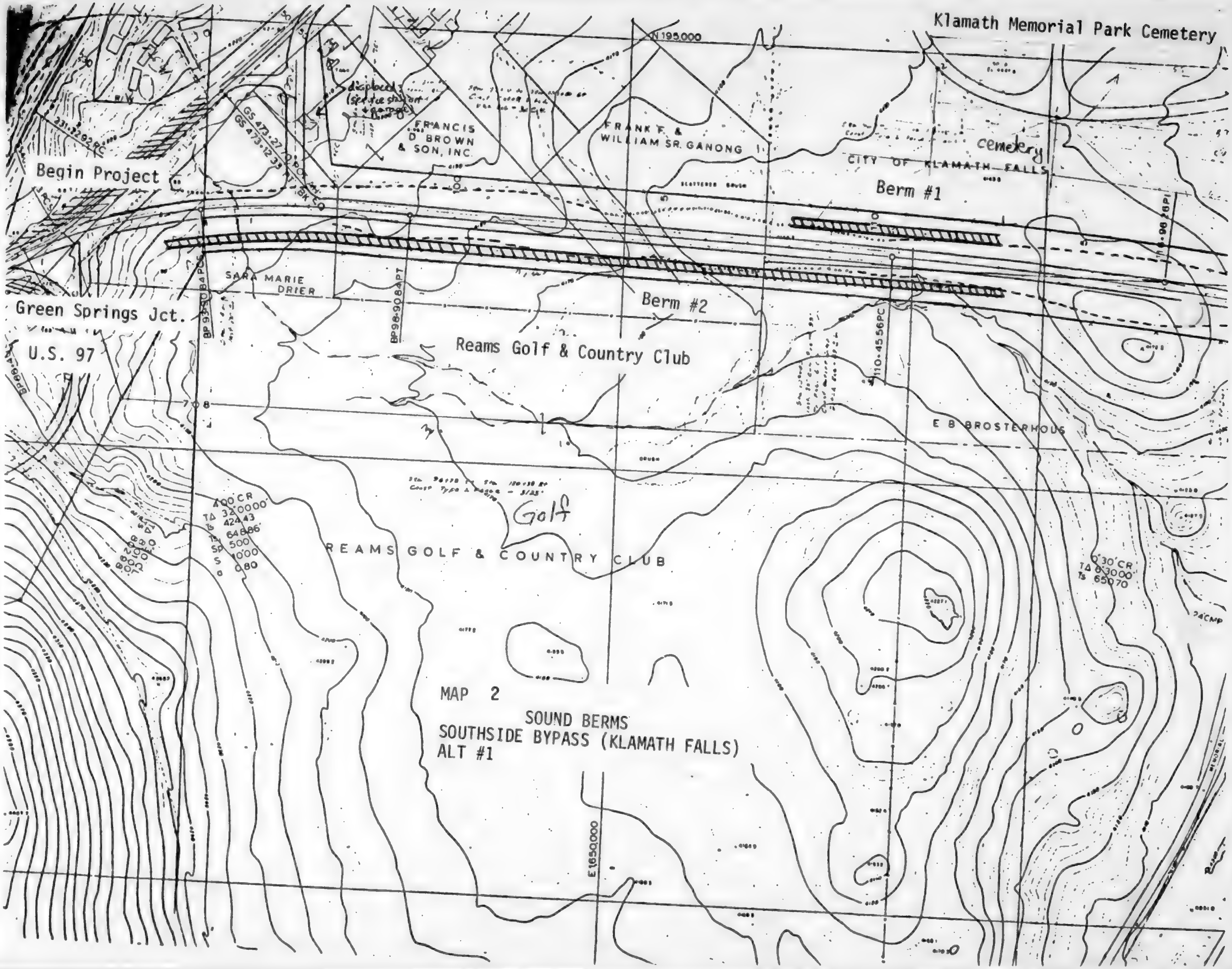
A 2000-ft. sound berm placed between station 93 and 113 Right, as shown on Map 2, would mitigate noise impacts at the golf course. The earth berm height would be 0-17 ft., would provide a 5-9 dBA noise reduction and would cost $45,000. This berm would have the added safety feature of protecting motorists from errant golf balls that leave the course.

TABLE 2
Noise Abatement Evaluation

Berm	Location	Height	Length	Total Cost	Level of Reduction
1	Sta. 108-113 Lt. Cemetery	0-16'	500'	$15,000	4-6 dBA
2	Sta. 93-113 Rt. Golf Course	0-17'	2000'	$45,000	5-9 dBA

---

* Road Design, June 1979.



MAP 2

SOUND BERMS
SOUTHSIDE BYPASS (KLAMATH FALLS)
ALT #1

Klamath Memorial Park Cemetery
Begin Project
Green Springs Jct.
U.S. 97
FRANCIS D. BROWN & SON, INC.
FRANK F. & WILLIAM SR. GANONG
CITY OF KLAMATH FALLS
cemetery
Berm #1
Berm #2
SARA MARIE DRIER
Reams Golf & Country Club
E B BROSTERHOUS
Golf
REAMS GOLF & COUNTRY CLUB
N195000
E1650000
GS 473.27
GS 473.12.33
BP98.9084PT
110.4556PC
9°30' CR
T∆ 63000
Ts 65070
4°00' CR
T∆ 320000
424.43
64686
SP 500
1000
S
0.80

Both earth berms prove to have ideal locations for noise abatement. Berm locations take advantage of the topography which results in low mitigation costs. The overlapping of a cut-section at the east end of both berms results in a substantial reduction in material necessary for noise abatement. Road construction will result in surplus material on the west side of the Klamath River, making earth berms a natural choice as a mitigation measure. Noise berms would blend in better with the environment and would be desirable from both an engineering and aesthetic viewpoint.

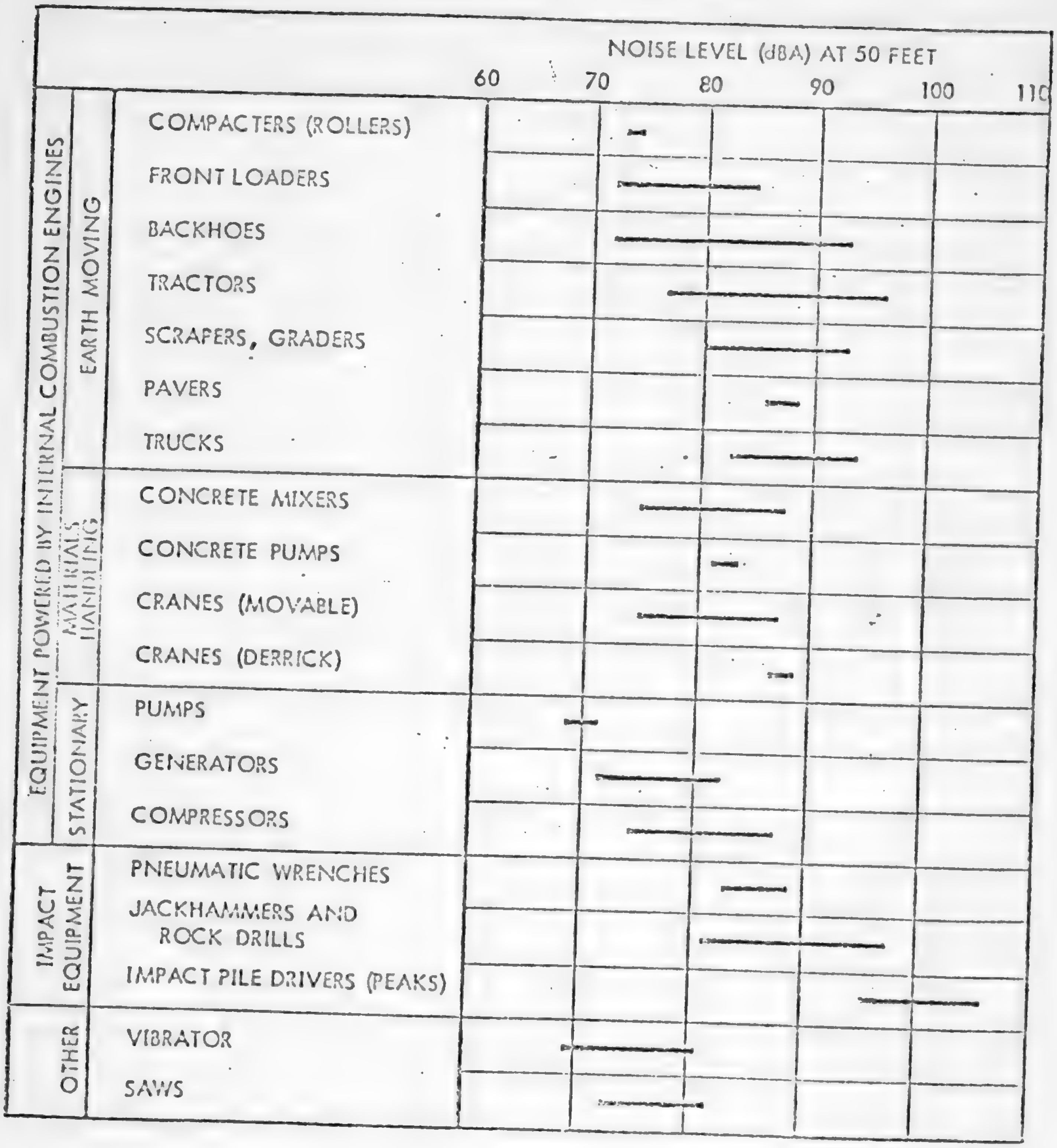
The views of the impacted property owners were solicited in reaching a decision for noise abatement. The adjacent property owners expressed a desire not to have the sound berms included in the design of the project. They do not perceive highway traffic noise resulting from the Southside Bypass to be a problem. Therefore, since the two berms are not wanted by abutting property owners, and they do not consider the mitigation a prudent expenditure of public funds, no abatement measures are recommended for this project.

III. Construction Noise Analysis

Areas adjacent to each corridor alternative would be exposed to additional noise levels during construction. These noise levels will come from the construction equipment used. Table 3 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during construction. It is anticipated that project construction will utilize earth-moving equipment such as excavating machinery (backhoes, bull-dozers, etc.) and highway building equipment (scrapers, graders, pavers, etc.). Of the noise generated by such engines, the predominate source is that of the exhaust system.

The early placement of permanent barriers would be effective in reducing construction noise. If permanent barriers are incorporated into project design, this method will be implemented on this project. Another means of mitigating construction noise on a bypass alternative could be by prohibiting construction work within 1000 feet of any occupied dwelling unit on Sundays, legal holidays, and on other days between the hours of 10:00 p.m. and 6:00 a.m. In this manner, construction noise would not protrude into the quieter night time period. This requirement will be included in the construction specifications. Exceptions to this requirement may be approved by the project engineer. In addition, more restrictive time constraints will also be implemented on this project if pile driving operations are included in the bridge construction.

TABLE 3
Construction Equipment Noise Ranges



V. LCDC Considerations

As stated in the Statewide Planning Goals and Guidelines, "all waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards." One pollutant that waste and process discharges refers to is noise. Traffic noise analysis is subject to standards set by the Federal Highway Administration (FHPM 7-7-3). There is no State noise standard. This report has been prepared in accordance with FHWA 7-7-3. In doing this, the Federal noise standards have been met.

VI. Local Coordination and Notification

To date, coordination with local officials has ocurred through the preparation of the Draft Environmental Impact Statement, Southside Bypass, Klamath Falls. The general public was notified through a public hearing on May 1, 1978.

Projected traffic levels for 1980 and 2000 are not in conflict with the FHWA design noise levels for land activity category B (see exhibit 1) outside of the right-of-way.

A final noise study report will be prepared before the final plans and specifications are approved. A copy of the final noise study report along with the FHWA policy on land use will be sent to the city of Klamath Falls and to the Klamath County Planning Department for their information.

Appendix

Predicted
Peak Truck Hour
L_{eq} dBA Noise Levels @ 50'

Traffic Link*	No Build (Existing)		Alternative 1	Alternative 2
	1978	2000	2000	2000
1.)	74	76	76	76
2.)	72	74	75	74
3.)	72	74	75	74
4.)	74	75	75	75
5.)	72	73	73	74
6.)	72	73	73	73
7.)	72	73	73	73
8.)	70	70	71	70
9.)	69	69	69	69
10.)	69	69	69	69
11.)	68	68	68	68
12.)	68	70	69	70
13.)	62	62	62	62
14.)	63	64	64	64
15.)	64	65	66	64
16.)	66	66	66	65
17.)	65	63	63	63
18.)	66	64	64	64
19.)	65	66	66	66
20.)	68	67	68	67
21.)	69	70	69	69
22.)	66	67	67	67
23.)	60	60	60	60
24.)	61	60	61	60
25.)	66	65	65	65
26.)	63	65	65	65
27.)	62	63	64	63
28.)	63	63	65	63
29.)	63	64	65	64
30.)	63	63	64	63
31.)	63	63	63	63
32.)	62	63	63	63
36.)	65	65	65	65
37.)	64	65	65	63
38A.)	65	65	65	66
38B.)	65	65	65	64
39.)	65	65	66	64
40.)	63	65	68	66
41.)	63	64	68	66
42.)			70	
43.)			70	
44.) Truck Route			66	63
45.)				62
46.)				63

* For an identification of the traffic link number, see Figs. 1A-1C.
NOTE: Noise level predictions for Alternative 3 are the same as those for the No-Build Alternative. Predicted noise levels for the Alternative 3 truck route are identical to that of Alternative 2.

ROW 18-2 [illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 28, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 140
Crossing No. 10B-1.4-AC

Attached is a copy of Order No. 85-138 issued by the Public Utility Commissioner on February 22, 1985 relative to the above subject matter.

RDT:jr
Attachment

cc: Richard Arnold, FHWA - w/attachment
E. S. Hunter w/attachment
C. O. Fredrickson w/attachment
Don Adams w/attachment
J. L. Sollis w/attachment
Walt Hart w/attachment
Don Thurston w/attachment
D. D. Allen w/2 attachments - Please give copy to Project Manager.

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
FEB 28 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

RECEIVED
FEB 27 1985
RR & UTILITY UNIT

ORDER NO. 85-138

ENTERED FEBRUARY 22 1985

PUC CROSSING NO. 10B-1.4-AC

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 140

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct a separated crossing of Southside Bypass (FAS/B-319) and Burlington Northern Railroad Company, Bieber Line, near Klamath Falls (Lake Ewauna), Klamath County, Oregon County, Oregon.	ORDER

On November 29, 1984, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct an overcrossing of the Southside Bypass (FAS B-319), a highway under the jurisdiction of Klamath County, and the Weyerhaeuser lead track, four siding tracks, log-dump track, and right-of-way of Burlington Northern Railroad Company, Bieber Line, near Klamath Falls (Lake Ewauna), Klamath County, Oregon.

Comments and recommendations on the application were made by PUC staff letters dated December 19 and 31, 1984.

Copies of the application and responses thereto were duly served upon Burlington Northern Railroad Company, Klamath County, and applicant. No objection by any party has been made to the granting of the application.

Applicant is constructing the Southside Bypass from Green Springs Junction (US Route 97) to Washburn Way to provide a faster through route for traffic southerly of Klamath Falls and to increase the east-west traffic capacity in the Klamath Falls area, thereby improving transit times and the level of safety for the motoring public.

Applicant proposes to construct an overcrossing which will consist of eight parallel concrete bents with fill on each approach to the structure. The separated structure will cross over the Klamath River and the railroad tracks located on the west bank of the Klamath River. The overcrossing will be 950 feet in length, between outside bents, and will accommodate a 40-foot roadway consisting of two 12-foot travel lanes and two 8-foot shoulders. The structure will be oriented in a general northwest-southeast direction and will cross over the six railroad tracks, consisting from east to west of the log dump track, Weyerhaeuser lead track, and four siding tracks.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the overcrossing requested herein is required by the public safety, convenience, and general welfare and that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. Authority to construct the overcrossing structure as requested herein is hereby granted upon the condition that physical construction of the structure shall be substantially in progress within three years from the effective date of this order. If this condition is not met, the authority expires on that date.

2. Applicant shall:

    a. Construct the overcrossing structure in accordance with Oregon Department of Transportation drawing No. 40138, dated November 1984, and bear all the cost thereof;

    b. Coordinate all temporary impairments of standard railroad clearances with Burlington Northern Railroad Company at least three weeks in advance of creating any impairment; and

    c. Notify the Commissioner upon completion of the project.

3. Klamath County shall:

    a. Maintain the overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

b. Maintain all highway appurtenances to the overcrossing structure, and bear all the cost thereof; and

c. Bear all the cost of damage to the structure caused by motor vehicles.

4. Burlington Northern Railroad Company shall maintain the railroad tracks, railroad drainage, and all railroad facilities beneath the structure, and bear all the cost thereof.

Upon completion of the construction of the overcrossing structure, it shall have horizontal and vertical clearances equal to or in excess of the Commissioner's minimum standard clearances and Burlington Northern Railroad Company's minimum clearances. While the structure is being constructed, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective Feb. 22, 1985.

GENE MAUDLIN
Public Utility Commissioner

Tra 7-4-1
K Falls
SP.

February 13, 1985

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

ENV 3

Revised Noise Study Report
Klamath Falls Southside Bypass
The Dalles/California Highway -
Washburn Way Section
Klamath County
RS-8319(1)

Attached is a revision of the noise study report completed for the environmental impact statement for the subject project. The initial report recommended noise mitigation in the form of an earthern berm in front of a golf course and a cemetery.

We have recently received letters from both property owners indicating they do not wish to have a noise berm constructed in front of their properties. They do not perceive highway traffic noise resulting from the Southside Bypass to be a problem. Therefore, since the two berms are not wanted by abutting property owners, and they do not consider the mitigation a prudent expenditure of public funds, no abatement measures are recommended for this project.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
Cam Gilmour
Duane Christensen
Dale Allen

(ENV) ja

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Division of Ecological Services
Portland Field Office
727 N. E. 24th Avenue
Portland, Oregon 97232

Reference CC:sb

February 12, 1985

Mr. Donald E. Keyes
Oregon Department of Transportation
Location Unit
210 Transportation Building
Salem, Oregon 97310

RECEIVED
FEB 25 1985
ROAD DESIGN
SECTION

RDE
1 FDE
LE
CY SE
CY FPC
PDE
LFE
GTE

BPC
FDS
CAD
Copy All
Return To
B/U / /

Dear Mr. Keyes:

This responds to your letter of January 15, 1985 requesting our review and comment on the proposed South Side Bypass and the proposed Truck Route near Klamath Falls, Oregon. Even though these two proposed projects are under the same document heading we are reviewing them as separate non-related projects.

We understand that the South Side Bypass would be constructed this year and impact several short stretches of drainage and irrigation ditches totaling approximately 0.3 acre of wetland. Even though this is a relatively small area, this type of wetland is important as wildlife habitat and its loss should be mitigated. We do not consider it necessary to accomplish this immediately since the Truck Route proposal includes a substantial amount of mitigation which could be modified to include the 0.3 acre lost. However if the proposed Truck Route project is not authorized for construction within 3 years a mitigation plan for the 0.3 acre wetland loss should be developed and implemented no later than January 1, 1988.

The document indicated that the proposed Truck Route proposal would be provided at a later date. In our review process, we were pleased to note that a mitigation plan had been worked out in January 1979. However, that plan should be carefully reviewed to ensure that it complies with current mitigation policies before the project reaches the permit stage.

Thank you for the opportunity to review the proposed projects.

Sincerely yours,

Russell D. Peterson

Russell D. Peterson
Field Supervisor

RECEIVED
FEB 14 1985
LOCATION

Irr 7-4-1
K. Falls
St.

10,171

February 5, 1986

MAI

The Honorable Mark O. Hatfield
United States Senator
711 Hart Senate Office Building
Washington, D. C. 20510

Same letter to all members
of Oregon Congressional Delegation

The Bureau of Reclamation recently completed a flood hazard study of its "A" Canal facility in Klamath County. The report suggests a high flood risk during irrigation season should a major thunderstorm occur in the basin. It is the understanding of the Department of Transportation that the Bureau does not have financing for a public works project to improve the canal.

Copy
Irr 7-14

We also understand that the City of Klamath Falls, Klamath County, and the Klamath Irrigation District are actively seeking your support to finance such a project. Although the Oregon Department of Transportation's involvement is minor, we want to express our support for the improvement and the Bureau of Reclamation's budget request for the necessary funds.

The canal is apparently undersized by today's standards and the flood risk is real. The $600,000 cost of the proposed improvement will provide substantial benefits to the Klamath area.

Fred D. Miller
Director

cc Bureau of Reclamation
Klamath County
City of Klamath Falls

bc H. S. Coulter
Dale Allen
Don Thurston

SHM:DDA:br fn

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JAN 22 '85
REFER TO
Scott
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓					✓	

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: January 21, 1985

FROM: Dale D. Allen
Region Engineer

SUBJECT: "A" Canal Flood Study
Klamath County

NOTED
W. E. SCHWARTZ

Scott - I agree w/Dale that we should support local gov't and you may want to consider sending the attached draft.
WES

The Bureau of Reclamation recently completed a flood hazard study of the "A" Canal in Klamath Falls. This study was supported by the city, county and Klamath Irrigation District. The Highway Division was not involved in its preparation.

The report details the flood hazard of the existing canal during peak irrigation season. It also presents several alternate solutions. The one supported by all those involved is Alternate 1 which provides for raising existing banks to gain the needed capacity. Its cost is estimated at $580,000.

The Highway Division is involved to the extent that the East Side Bypass parallels the canal and, by agreement, drains storm waters into it. Facilities such as ours, together with urbanization of the drainage basin, have increased the flood risk. However, we believe that our involvement is quite minor in relation to that of the county, city, KID and the Bureau of Reclamation.

In terms of our facility, there are benefits from the proposed projects. At present there are several locations along the East Side Bypass that have problems with surface runoff. Most of these are the result of accelerated runoff from upland developments. Under the Bureau's present posture it would be impossible for us to enlarge our facilities to pass these waters downstream. An enlarged channel along with an agreement with the Bureau for drainage rights would ensure our future use of the canal for such improvements.

F'o -
OK
7
(my signature)

Financially the Bureau does not have the funding necessary to construct the improvement and they have no plans to actively seek them. Instead they are looking toward the involved local agencies, including OSHD, to finance it. As an alternative to direct funding by this group, the local governments and KID will seek the support of our congressional delegation to include the funding in the Bureau's new budget.

1-31-85

To this end, the city, county and KID are writing to the delegation to seek such support. They are asking that we do likewise so that a broad line of support can be presented.

REFER TO
Fred Miller.
BY STATE HWY. ENGR.

— I agree w/Dale & Pat that support of local gov't is proper. I don't know how the Bureau of Reclamation goes about prioritizing projects. — You know my thoughts on PORK — However letter to Bob Smith, Packwood & Hatfield may be OK. Scott

81-125-1367

Because of our limited involvement and the low priority level such a request has in the department, I see no reason to actively pursue such a project. Rather, I would suggest sending a letter outlining our support for the local agencies request for the improvement. Such a letter, I feel, would indicate our support but not commit us to the project and its financing.

If this avenue for funding should close, the Bureau will be looking for local financing. At that time we will be looking very closely at our cost responsibility, if any. I will keep you informed as developments occur.

In the meantime, we have drafted a suggested letter to our delegation for your consideration.

DDA:SHM:br

CC: Don Thurston

10,171

[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Duane Christensen
Road Design Engineer

DATE: February 1, 1985

FROM: Cam Gilmour, Manager Cam
Environmental Section

SUBJECT: Wetland Mitigation for South Side Bypass

In response to questions of a number of staff in Road Design, I have had the wetland mitigation committments for this project checked.

The proposed The Dalles/California Highway - Washburn Way Section is expected to impact only 0.3 acres of wetlands considered to be insignificant by virtue of their size and function. A portion of this loss will be mitigated through the creation of roadside ditches alongside the new highway.

If, and when, the truck route segment of the South Side Bypass is constructed, we have committed to the creation of 16 acres of wetland on the Miller Island Refuge. This plan will also compensate for the minor losses on the two construction units of the bypass itself.

It is our judgement that mitigation for the 0.3 acre of wetland impact on the The Dalles/California Highway - Washburn Way section does not require that the Miller Island mitigation plan be advanced at this time. However, minimization of secondary effects to existing wetlands will require that the erosion control practices of the location manual be followed very carefully.

← cc: B. Gettes

CG:PD:lm

cc: Dale Allen

RECEIVED
FEB 5 1985
ROAD DESIGN SECTION

1 RDE Do
2 FDE RK
3 LE D
SE —
5 I PC
4 PDE C
LFE
GTE

BPC
FDS
CA
Copy All
Return To
B/U / /

81-125-1307

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: J. B. Boyd
Right of Way Manager

DATE: January 30, 1985

FROM: Harold G. Brainerd
Region Right of Way Supervisor

SUBJECT: The Dalles-California Highway/Washburn Way
South Side Bypass
Klamath Falls

I am attaching two letters signed by abutting property owners pertaining to the construction of earthen berms for the mitigation of highway traffic noise. The Environmental Impact Statement on this section stated that these earthen berms were necessary, however, the attached letters signed by each of the affected property owners should mitigate the construction requirement for them.

I assume that they can be forwarded to the Design Section so that the berms will not be included in the final plans for this project.

RECEIVED
FEB 5 1985
ROAD DESIGN SECTION

1 RDE Dor
2 FDE RK
LE
SE
3 PPC
PDE
LFE
GTE

BPC
CA
Copy All
Return To
B/U / /

HGB:pw

Enclosures

cc: Cam Gilmour, Environmental Section
Dale D. Allen, Region IV

RECEIVED

cc: B Gettes

JB

cc ES Hunter
Duane Christenson ✓

81-125-1387

File 52161

Mr. Earl Kessler
Director of Public Works
Klamath County
334 Main Street
County Memorial Building
Klamath Falls, OR 97601

Dear Mr. Kessler:

The Final Environmental Impact Statement, prepared for The Dalles-California Highway-Washburn Way Section of the Klamath County South Side Bypass, makes reference to the possible installation of earthen berms for the mitigation of highway traffic noise resulting from the South Side Bypass.

The Environmental Impact Statement states that the installation of an earthern berm between Stations 93 to 113 on the southerly side will reduce expected highway traffic noise levels by 5-9 dBA.

This letter is to advise the County that we, as the abutting property owner impacted by the installation of this earthern berm, do not consider its installation to be necessary for the reduction of noise to our property, nor do we consider it to be a prudent expenditure of public funds.

Dated this 25th day of JANUARY, 1985.

REAMES GOLF AND COUNTRY CLUB

Sec

File 52166

Mr. Earl Kessler
Director of Public Works
Klamath County
334 Main Street
County Memorial Building
Klamath Falls, OR 97601

Dear Mr. Kessler:

The Final Environmental Impact Statement, prepared for The Dalles-California Highway-Washburn Way Section of the Klamath County South Side Bypass, makes reference to the possible installation of earthen berms for the mitigation of highway traffic noise resulting from the South Side Bypass.

The Environmental Impact Statement states that the installation of an earthern berm between Stations 108 to 113 on the northerly side will reduce expected highway traffic noise levels by 4-6 dBA.

This letter is to advise the County that we, as the abutting property owner impacted by the installation of this earthen berm, do not consider its installation to be necessary for the reduction of noise to our property, nor do we consider it to be a prudent expenditure of public funds.

Dated this 22 day of January, 1985.

CITY OF KLAMATH FALLS

Ray Bidegary
Ray Bidegary, Public Works Director

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

January 25, 1985

RECEIVED
STATE HWY ENGR
JAN 28 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

Earl Kessler
Public Works Director
Klamath County Road Dept.
Veterans Memorial Building
Klamath Falls, OR 97601

RE: Southside ByPass Extension
Oregon 39 to Olene
Klamath County

This letter follows up our conversation and your request on where we should start if the above project is to be built in the next 6-8 years. I put the following questions to our Salem staff based on your comment that the County would be interested in some type of cooperative County--State project.

Q. Environmental Impact Statement: How should it be handled, what would it cost, is it required?

A. The EIS will not only identify the environmental impacts but will provide the preliminary field survey, project costs, anticipated traffic and in general the feasibility of the project. It should be prepared early to provide the Transportation Commission sufficient information to make a decision on whether to add the project to the Highway Construction Program in this next 6-Year update. The estimated cost to prepare the EIS is $175,000.

My recommendation: If your Roads Committee believes this project should be built in the 1989-1990 period we need to get the EIS done in 1985. The County should request the EIS be started and make an offer to participate or pay the cost.

Q. Can R/W acquisition be started if county agrees to pay for R/W?

A. No, not if state is to share in R/W and construction costs. To obtain Federal dollars we must have EIS.

Q. Would trades in highway be involved?

A. Normally, but this is all negotiable depending on how construction and R/W costs are divided. We would start out with recommendation you take over South Sixth and you suggest we take over the Sprague River cut off and then we could get realistic!

NOTED
E. S. HUNTER

CC T.S. Staff
1-28-85

734-1827

Earl, the above hits some of the high points. My position is that we should begin the EIS work. I believe the project has merit and is a logical project to pursue with a cooperative agreement. Also, the Transportation Commission gives priority to cooperative projects.

Discuss this with your Advisory Committee and perhaps the Commissioners and I will be glad to meet with you at any time. We also need your input on other highway priorities in Klamath County.

Dale D Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr

cc: H. S. Coulter
E. S. Hunter
Pat Schwartz
Gary Potter
Don Thurston

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 16 1985
ROAD DESIGN
SECTION

In Reply Refer to
File No.:

..... RDE ......
cy FDE ......
..... LE ......
cy SE ......
/ FPC ......
..... PDE ......
..... LFE ......
..... GTE ......

..... BPC .....
..... FDM .....
..... CA .....
Copy All.......
Return To.......
B/U..../..../....

DATE: January 15, 1985

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Bob Pool

FROM: Bob Pool
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: The Dalles/California Hwy.-Washburn Way
Highway: Klamath Falls (South Side Bypass)
County: Klamath

This letter, with the attached document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

The proposed project is all new alignment and will connect The Dalles/California Highway to the intersection of Washburn Way and Johns Avenue. A bridge is required to carry traffic over the Burlington Northern Railroad and the Klamath River. Five bents will be located in the water way and will require the excavation of approximately 350 cubic yards. Approximately 150 cubic yards of riprap will be used around the bents to prevent erosion. Another 275 cubic yards of riprap will be placed on the slope under the easterly end of the structure to prevent erosion.

The proposed alignment crosses 5 irrigation ditches that will require the installation of pipes or the construction of reinforced concrete box culverts. These 5 ditch crossings are discussed in the Environmental Impact Statement under Wetlands Impact and the total acres involved is 0.3. The Environmental Impact Statement also discusses a proposed truck route connection that would destroy 12 acres of wetland that would have to be mitigated. The truck route will not be constructed under this contract and, as stated in the Wetland Analysis, there will not be any mitigation until the truck route is built.

Form 734-3122

If additional information is needed, please contact Donald E. Keyes, Location Unit, 210 Transportation Building, Salem, OR 97310., telephone 378-6265.

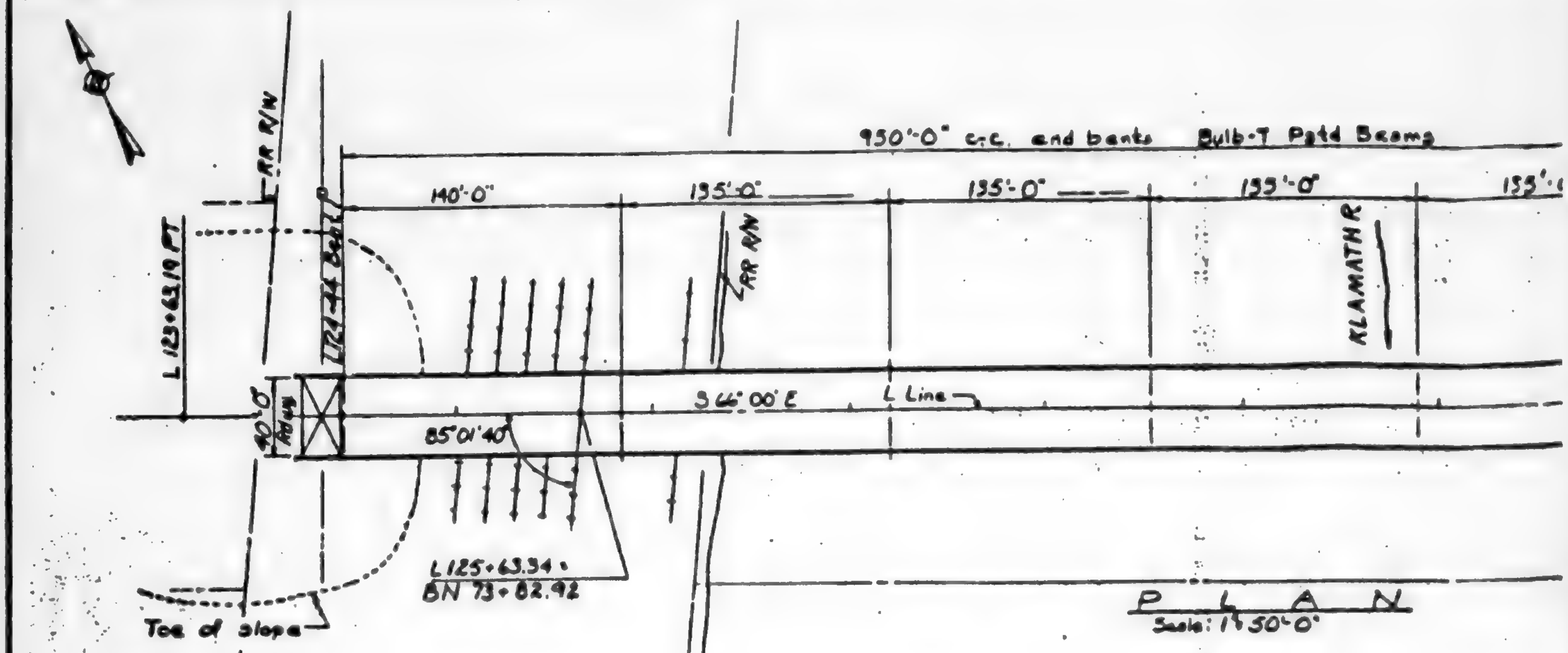
Attachment

cc D. E. Wilken
~~J. H. Versteeg~~ DOC
W. J. Hart
C. M. Gilmour
D. E. Keyes

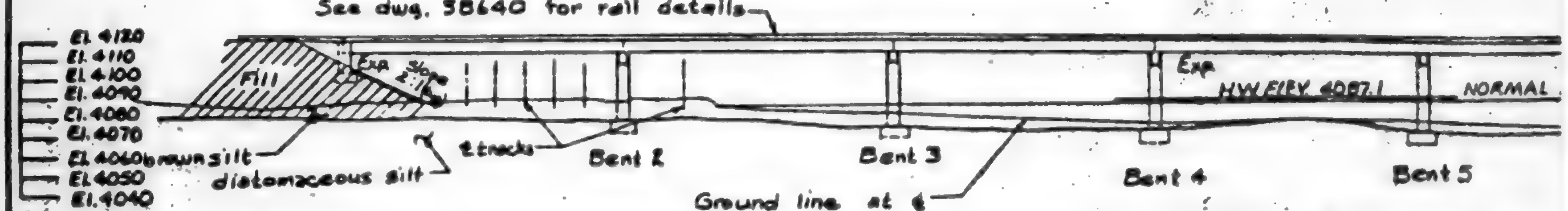
DK:ja

10,171

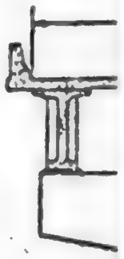
1-10-85

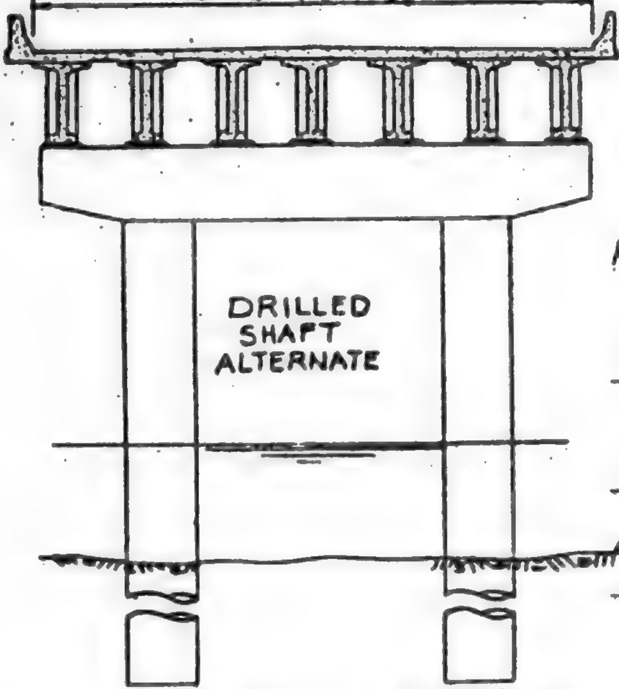

950'-0" c.c. end bents Bulb-T Pstd Beams
140'-0"
135'-0"
135'-0"
135'-0"
135'-
RR R/W
RR R/W
L 123+63.19 PT
KLAMATH R
S 64°00' E
L Line
40'-0" Rdwy
85°01'40"
L 125+63.34 = BN 73+82.92
Toe of slope

P L A N
Scale: 1"= 50'-0"


See dwg. 38640 for rail details
El. 4120
El. 4110
El. 4100
El. 4090
El. 4080
El. 4070
El. 4060 brown silt
El. 4050
El. 4040
Fill
Exp. Slope
Exp.
HW ELEV 4087.1
NORMAL
diatomaceous silt
℄ tracks
Bent 2
Bent 3
Bent 4
Bent 5
Ground line at ℄

E L E V A T I O N
Scale 1"= 50'-0"




40'-0" Roadway
DRILLED SHAFT ALTERNATE

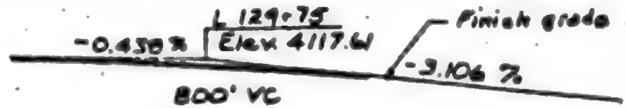
TYPICAL SECTION

APPROVED BY KLAMATH COUNTY COMMISSIONERS

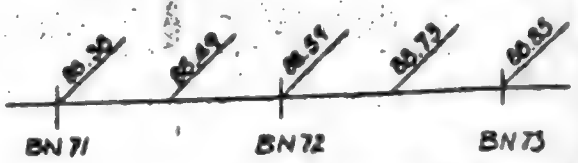
Carroll ... Roger ...

DATE 1/10/85

HYDRAULIC DATA		
	Design Flood	Normal Flow
FREQUENCY-YRS	100+	NA
DISCHARGE-CFS	10,000	2500-5000
H.W. ELEVATION	4087.1	4085.4


L 129+75
Elev. 4117.61
-0.450%
Finish grade 20' Lt.
-3.106 %
800' VC

L-LINE GRADE LINE DIAGRAM


80.38
80.49
80.59
80.72
80.85
BN 71
BN 72
BN 73

BN-LINE GRADE LINE DIAGR

10,171

1-10-85

THE DALLES/CALIF. HWY. - WASHBURN WAY SEC. FAS B319 (SOUTH SIDE BYPASS) KLAMATH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS

OREGON

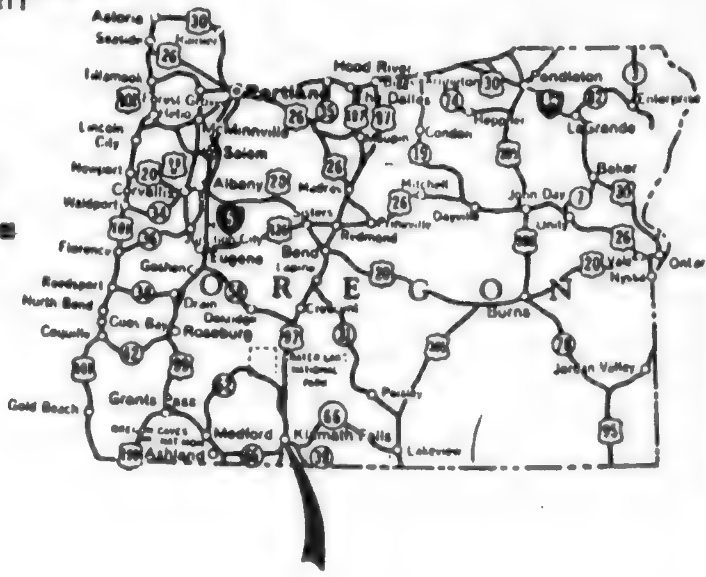
TRANSPORTATION

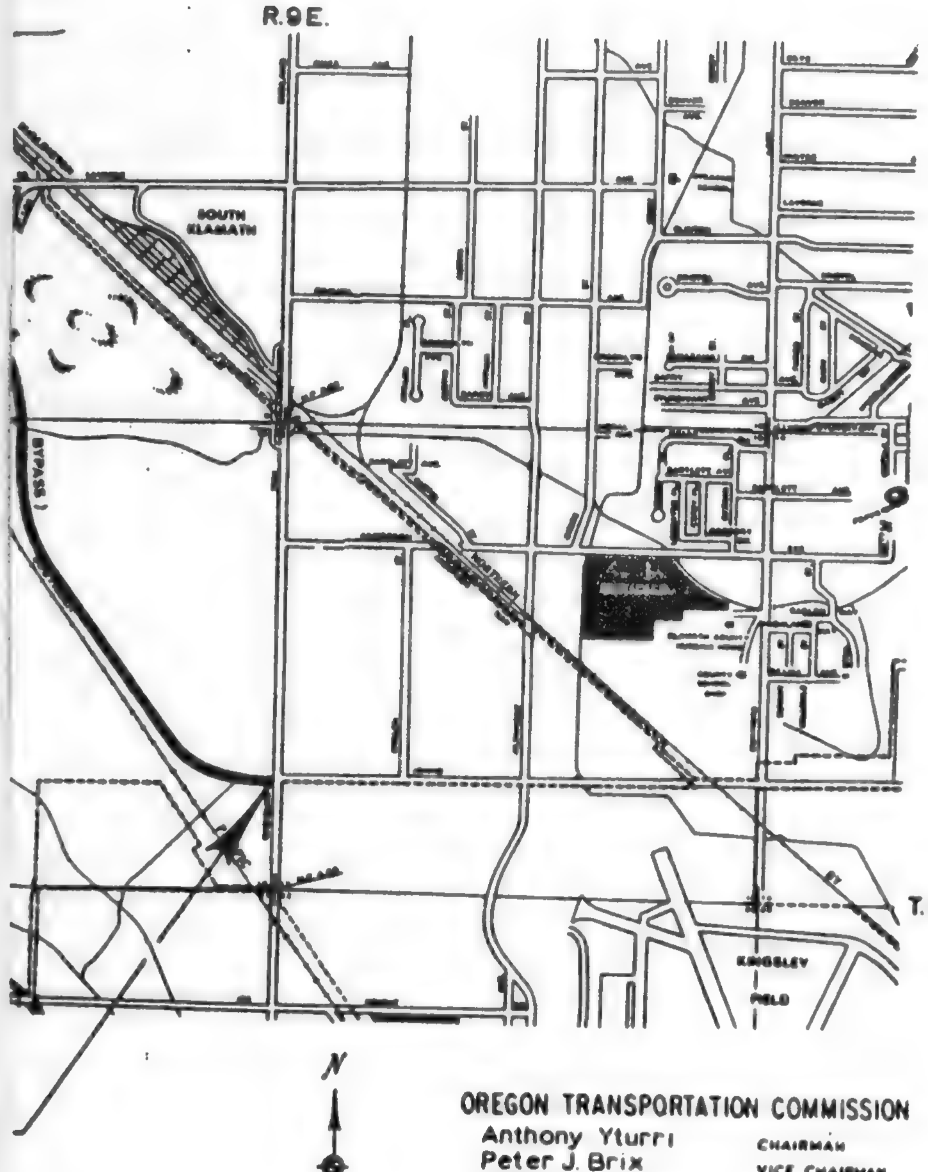
VAY DIVISION

PRELIMINARY COPY
DEC 14 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

POSED PROJECT

. - WASHBURN WAY SEC.
TH SIDE BYPASS)
COUNTY


Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Salem
Albany
Corvallis
Eugene
Bend
Redmond
Madras
Condon
Heppner
John Day
Baker
Ontario
Burns
Jordan Valley
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N


R.9E.
SOUTH KLAMATH
BYPASS
T.39S.
KINGSLEY FIELD
N

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED January 10, 19 85
BOARD OF COMMISSIONERS OF Klamath COUNTY
BY ______ COMMISSIONER
Jim Rogers COMMISSIONER
______ COMMISSIONER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

Map
Feet
2400

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER DATE

10,171

STATE OF OREGON **INTEROFFICE MEMO**

TO: Dale Allen
Region 4 Engineer

DATE: January 4, 1985 DES 23
16334

FROM: ORIGINAL SIGNED
O. M. PARENT
Oliver M. Parent, P.E.
Principal Structural Design Engineer

SUBJECT: S.P.R.R. Overcrossing
The Dalles/California Highway - Washburn Way Section
FAS B319 Highway
Klamath County
BR 16334

Attached are two reduced prints of Drawings 40202 through 40206 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

	$
Structure	317,000
Engineering & Contingencies	63,000
TOTAL	$ 380,000

It is planned to call for bids on this section on May 9, 1985.

Please make a field review and return one set by February 1, 1985 with your comments and corrections noted.

WMT:krm

Attachments

cc: Earl Kessler, Klamath County Engineer, /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set
Utility Unit /w/ 1 set
~~Program Section~~
Road Design /w/ 1 set
Jerry Thackery, Project Manager, /w/ 1 set

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 08 1985
REFER TO Shultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ✓ FILE ✓

81-125-1387

10,171

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: January 4, 1985

ORIGINAL SIGNED
O. M. PARENT

FROM: Oliver M. Parent, P.E.
Principal Structural Design Engineer

SUBJECT: B.N.R.R. and Klamath River Overcrossing
The Dalles/California Highway - Washburn Way Section
Southside Bypass EASB319
Klamath County

Attached are two reduced prints of Drawings 40241 thru 40253 which are the advance detail drawings for this structure. Attached are plans for the existing structure.

Our present estimate of costs for the proposed contract is as follows:

	Alternate A	Alternate B
	$	$
Structure	2,115,000	1,865,000
Engineering & Contingencies	423,000	373,000
TOTAL	$ 2,538,000	$ 2,238,000

It is planned to call for bids on this section on May 9, 1985.

Please make a field review and return one set by February 1, 1985 with your comments and corrections noted.

GHB:krm

Attachments

cc: Earl Kessler, Klamath County Engineer, /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set
Utility Unit /w/ 1 set
✓ Program Section
Road Design /w/ 1 set
Jerry Thackery, Project Manager, /w/ 1 set

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ____
FA UNIT ✓ PROGRAM UNIT ____
JAN 08 1985
REFER TO Shultz
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ✓ FILE ✓

81-125-1367

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 27, 1984

In Reply Refer to
File No.:

Mr. Dave Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

RE: PUC Application
Burlington Northern Grade
Separation
Southside Bypass
Klamath County

Dear Dave:

Enclosed are an original and 10 copies of an application to construct a structure over the Burlington Northern Railroad tracks for the proposed Southside Bypass.

This request is somewhat connected to RX 98, which resulted in Order No. 84-589, in that both relate to the proposed Southside Bypass. The two grade separations will most likely be a part of a single contract.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
Enc.

cc: H. S. Coulter w/enc.
E. S. Hunter w/enc.
Walt Hart w/enc.
Jim Gix w/enc.
C. O. Fredrickson w/enc.
Wayne Cobine w/enc.
Jack Sollis w/enc.

RECEIVED
STATE HWY ENGR
NOV 28 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
H.S.COULTER

Form 734-3122

PUC Docket No. SXF ______________

PUC Crossing No. ______________

DOT-AAR Crossing No. ______________

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of the State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763. 040, to
(020/030/040)

Construct a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of Southside Bypass(FAS B-319)
(name of street or highway)

and Burlington Northern, Inc.
(name of railroad company)

Klamath Falls-Malin
(name of railroad main or branch line or other trackage)

near Klamath Falls, Klamath County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $______________

☒ Federal-Aid Highway System funds.*
1983 Surface Transportation Act

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _X_ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE A OTTOM OF PRECEDING PAGE BEFORE COMPLETING IS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763.040 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost

b. City Klamath Falls

c. Nearest railroad station Klamath Falls

d. County Klamath

e. The proposed project is to be in the SW 1/4 of the NE 1/4 of Section 8, Township 39S, Range 9E, W. M.

4. a. Name of public highway involved in this project:

Southside Bypass (FAS B-319)

b. Name of public authority with jurisdiction over this highway:

Klamath County

5. Name of railroad involved in this project: Burlington Northern Inc.

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Burlington Northern, Inc. P.O.Box 571, Portland, OR 97207

b. Klamath County 334 Main St.,Klamath Falls, OR 97601

c.

d.

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
This project will be a new highway on new alignment from Greensprings Junction to Washburn Way, Crossing BNRR, the Klamath River, Southern Pacific Mainline and Midland Highway.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? This project will allow through traffic to bypass Klamath Falls and will provide increased traffic capacity and improve safety.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be 40 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present--		After completion--	
Shoulder** of	______ feet	Shoulder of	8 feet
______ lane(s) at	______ ft. ea.	1 lane(s) at	12 ft. ea.
Median of	______ feet	Median of	0 feet
______ lane(s) at	______ ft. ea.	1 lane(s) at	12 ft. ea.
Shoulder of	______ feet	Shoulder of	8 feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	____________	____________
Type of surface of traveled way:		
on approaches	____________	____________
at crossing	____________	____________
Type of surface on shoulders;	____________	____________
Condition of surface:		
on approaches	____________	____________
at crossing	____________	____________
Is highway curbed on the approaches?	____________	____________
Is there one or more sidewalks at this crossing?	____________	____________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--	At present:	After completion:
________ approach (N or E)	± ______%	± ________%
________ approach (S or W)	± ______%	± ________%

(5) Nearest public roadway intersection on each approach--

(a) ________ approach: _______ft; ADT ________
(N or E)

(b) ________ approach: _______ft; ADT ________
(S or W)

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) __________; (b) __________.
(yes/no) (yes/no)

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

b. The Railroad — At present: — After completion:

(1) Number of tracks-- 6 — 6

Name of each track from E (N or E) to W (S or W):

log dump track
thru track
siding
siding
siding
siding

(2) Angle of intersection-- ____° ____°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
______ of crossing: (N or E)	______ ft.	______ ft.
______ of crossing: (S or W)	______ ft.	______ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: ______; After completion 2700 ______;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ______ approach: (N or E)	______ mph	______ mph
on ______ approach: (S or W)	______ mph	______ mph
At crossing:	______ mph	______ mph
Posted speed limit on approaches:	______ mph	______ mph

(3) Direction of traffic flow: ______ (N & S, etc.) ______

b. The Railroad

(1) Train movements--
(avg. per day)

	At present:	Expected after completion:
Freight trains:	______	______
Switching movements:	______	______
Passenger trains:	______	______

(2) Speed of trains--

Maximum allowable:	______ mph	______ mph
Typical:	______ mph	______ mph
Slowest Normal:	______ mph	______ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
______ approach: (N or E)	______ ft. to right; ______ ft. to left
______ approach: (S or W)	______ ft. to right; ______ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: ____________________

Number of such devices: ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation: ____________________

(2) Estimated cost of installation: $____________________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: ____________________

Number of such devices ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $____________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: ____________________

Number of such devices: ________; To be located as follows: ____________________

____

____

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $____________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: ____________________

Number of such devices: ________; To be located as follows: ____________________

(1) Who will perform the installation? ____________________

(2) Estimated cost of installation: $____________________

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof: ____________________

Estimated cost of this portion: $____________________

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ____________________

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof: ____________________

b. Remainder of crossing area: ____________________

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof: ____________________

b. Remainder of crossing area: ____________________

19. Who will pay for said maint[illegible]nce?

a. Between the rails and for a distance of two feet outside thereof:

____

b. Remainder of crossing area: ______________________________

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks--island circuits.)

____

____

____

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

________ (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

____

____

____

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? NA (yes/no)

If no, please give reasons why attenuators are not necessary:

NA

22. Who will construct the structure?

ODOT-Oregon Department of Transportation Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Klamath County

b. All highway appurtenances: Klamath County

c. Above the bottom of the beams plus the beam-bearing assemblies:
Klamath County

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern, Inc.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Klamath County

b. All highway appurtenances: Klamath County

c. Above the bottom of the beams plus the beam-bearing assemblies:
Klamath County

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern, Inc.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Klamath County

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? No
(yes/no)

If so, describe (and attach complete drawing): ______

______

______

______

______

28. Is a temporary crossing at grade necessary during the construction period? No
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ______.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

______

______

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A — 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A:

Route B:

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A:

Route B:

33. Will emergency services to or from the area served by the crossing to be closed be adversely affected?

____
(yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

34. What protective devices are currently installed at the crossing to be closed?

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

____
(yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.) ________

37. Who will close the crossing? ________

38. Who will bear the expense of closing the crossing? ________

39. Who will maintain the barricades, if any, at the closed crossing?

40. Who will pay for said maintenance? ________

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No
(yes/no)

If yes, list and explain:

If no, explain why not: This new structure is on new alignment and does not replace any nearby existing grade crossings.

42. Other items of construction and cost distribution:

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes ODOT Bridge Sec. Dwgs. 38648, 40138
(yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 5,8,9,10,11,12,15 & 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 26 day of Nov, 1984.

(Applicant)

(Attorney)

I, Robert Truestael, being first duly sworn, say I am the applicant in the within e led cause, and that the foregoing applic n is true, as I verily believe.

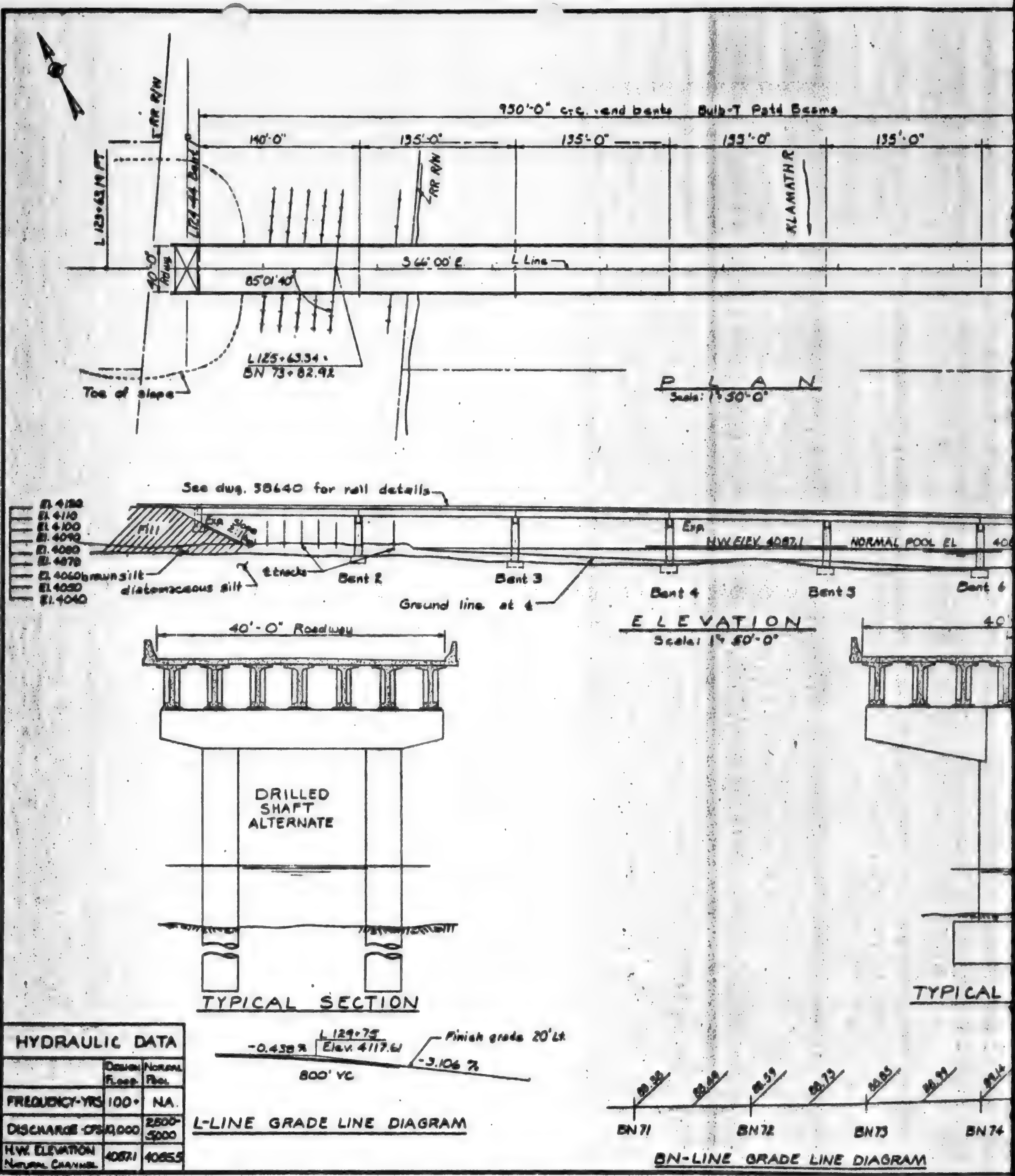
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 25 day of November, 1985.

(Notary Public for Oregon)

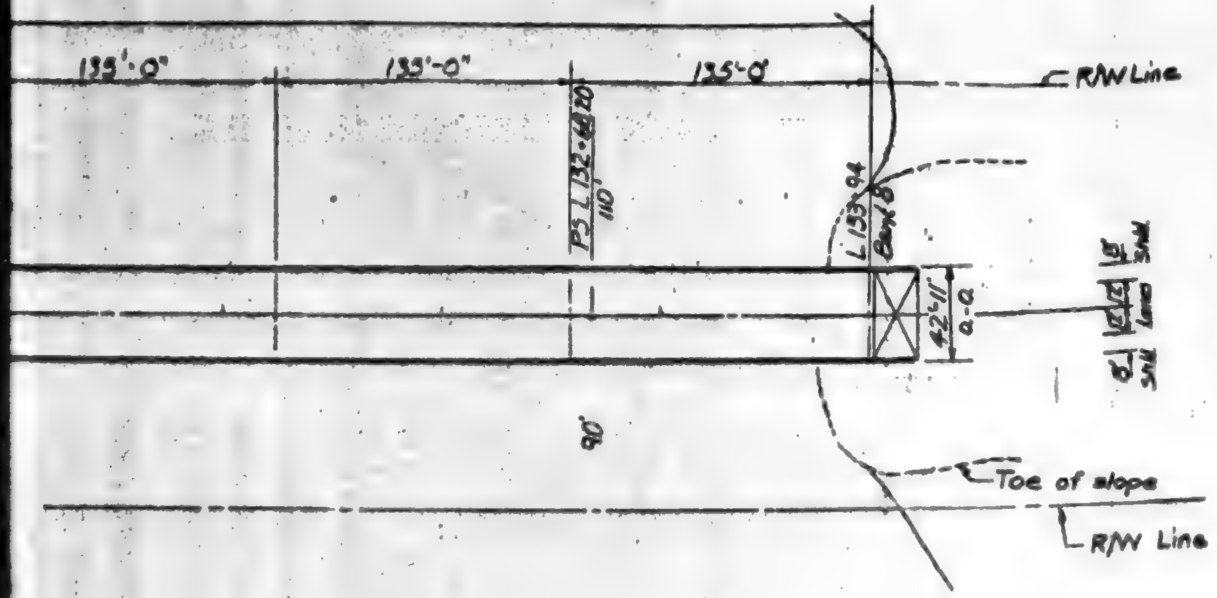
My Commission Expires: 12-15-85

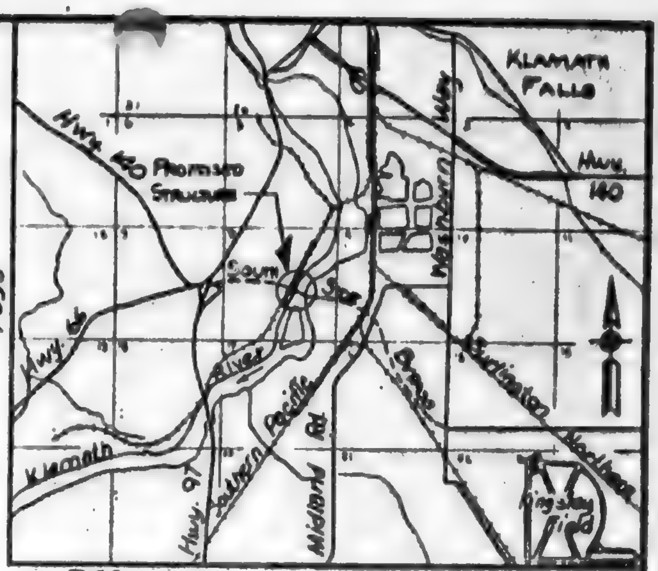
PUC Form 202 (30) 1-80
Signature Page


950'-0" c-c. end bents Bulb-T Pstd Beams
140'-0"
135'-0"
135'-0"
135'-0"
135'-0"
RR R/W
L 123+63.19 PT.
RR R/W
KLAMATH R.
S 64° 00' E
L Line
40'-0" Rdwy
85°01'40"
L125+63.34 =
BN 73+82.92
Toe of slope
PLAN
Scale: 1"=30'-0"
See dwg. 38640 for rail details
El. 4120
El. 4110
El. 4100
El. 4090
El. 4080
El. 4070
El. 4060
El. 4050
El. 4040
Fill
Exp.
Slope 2:1
brown silt
diatomaceous silt
℄ tracks
Bent 2
Bent 3
Ground line at ℄
Exp.
HW ELEV. 4087.1
NORMAL POOL EL
Bent 4
Bent 5
Bent 6
ELEVATION
Scale: 1"=50'-0"
40'-0" Roadway
DRILLED
SHAFT
ALTERNATE
TYPICAL SECTION
TYPICAL
L 129+75
Elev. 4117.61
-0.438 %
-3.106 %
Finish grade 20' Lt.
800' VC
L-LINE GRADE LINE DIAGRAM
BN 71
BN 72
BN 73
BN 74
BN-LINE GRADE LINE DIAGRAM

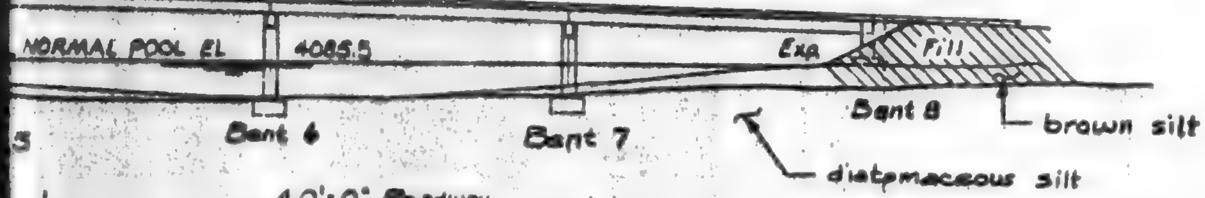
HYDRAULIC DATA		
	DESIGN FLOOD	NORMAL POOL
FREQUENCY-YRS	100+	NA.
DISCHARGE-CFS	12,000	2500-5000
H.W. ELEVATION NATURAL CHANNEL	4087.1	4065.5

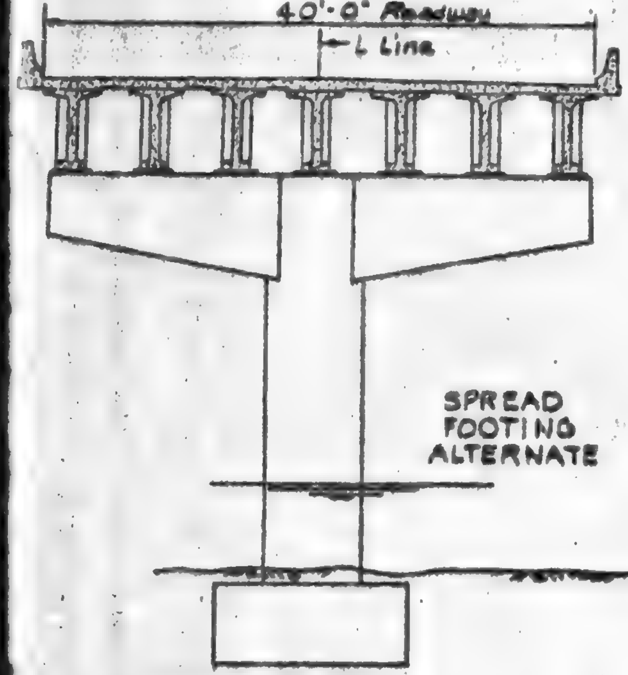
Structure in SW¼ of NE¼ and NW¼ of SE¼ Section 8


135'-0"
135'-0"
135'-0"
R/W Line
PS L 132+68.20
110'
L 133+94
Bent 8
42'-11" o-o
10' Shld
12' Lane
12' Lane
10' Shld
90°
Toe of slope
R/W Line

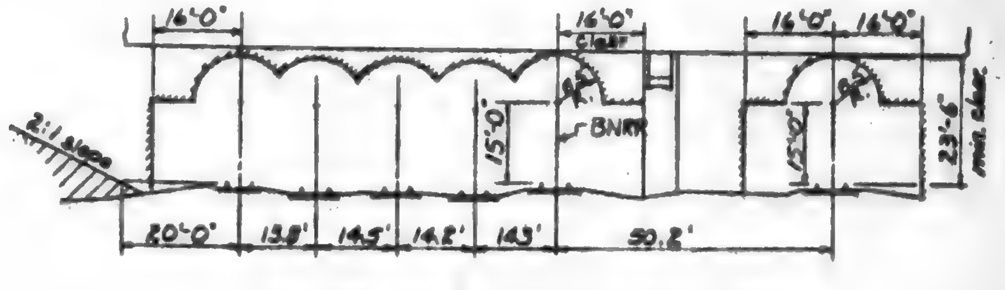

KLAMATH FALLS
Hwy 140
Hwy 420
Proposed Structure
South Side
Washburn Way
Hwy 66
River
Klamath
Hwy 97
Southern Pacific
Midland Rd
Burlington Northern
Kingsley Field
T39S
R9E

VICINITY MAP

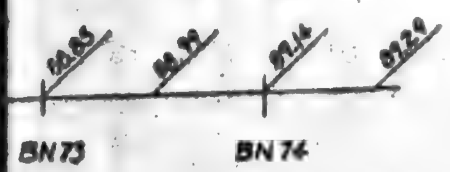

NORMAL POOL EL 4085.5
Exp
Fill
Bent 6
Bent 7
Bent 8
brown silt
diatomaceous silt


40'-0" Roadway
L Line
SPREAD FOOTING ALTERNATE

TYPICAL SECTION

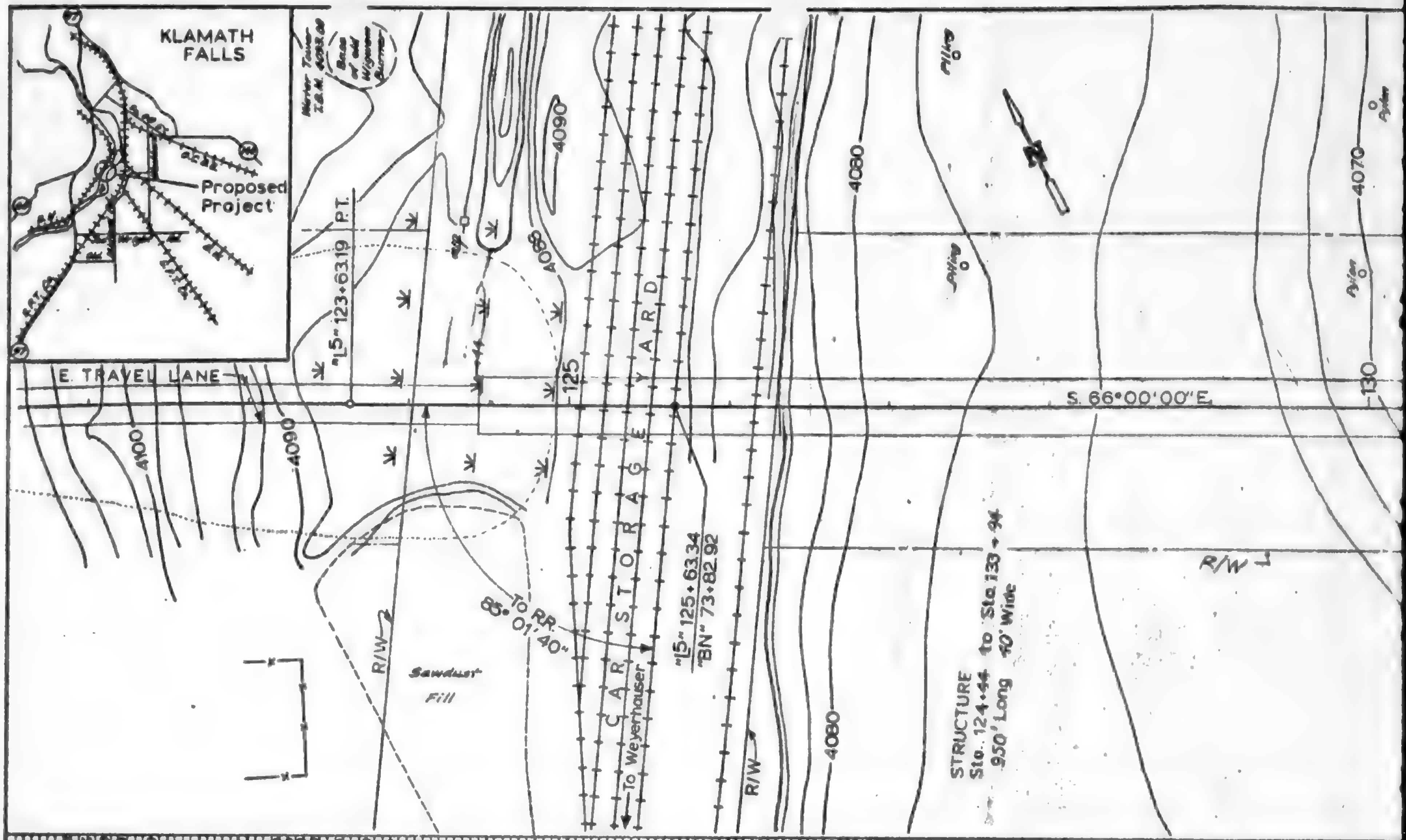

16'-0"
16'-0" Clear
16'-0"
16'-0"
2:1 slope
15'-0"
BNRR
15'-0"
23'-6" min. clear
20'-0"
13.8'
14.5'
14.2'
14.3'
50.2'

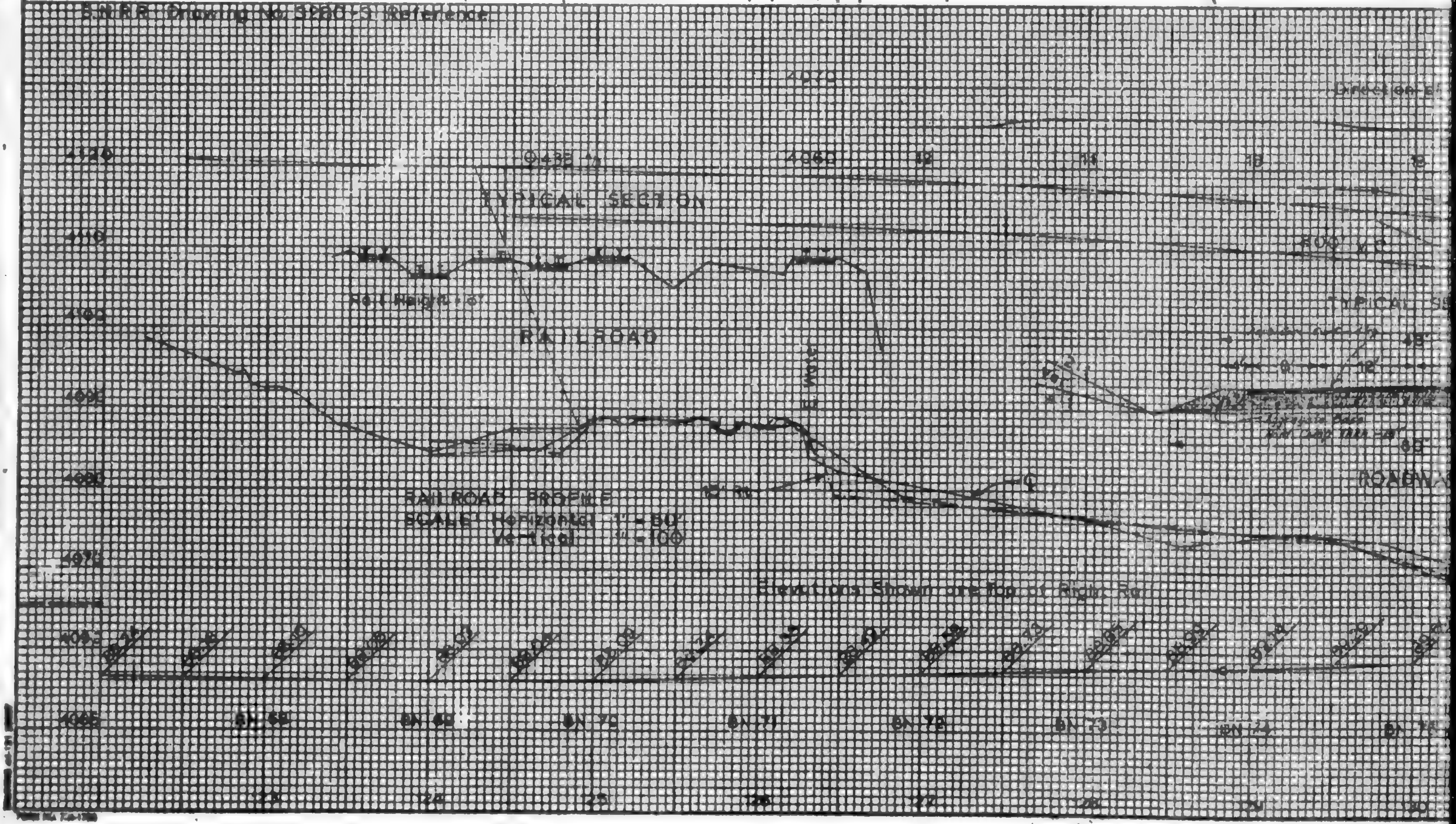
BNRR CLEARANCE DIAGRAM


90.85
88.99
87.14
87.29
BN73
BN74

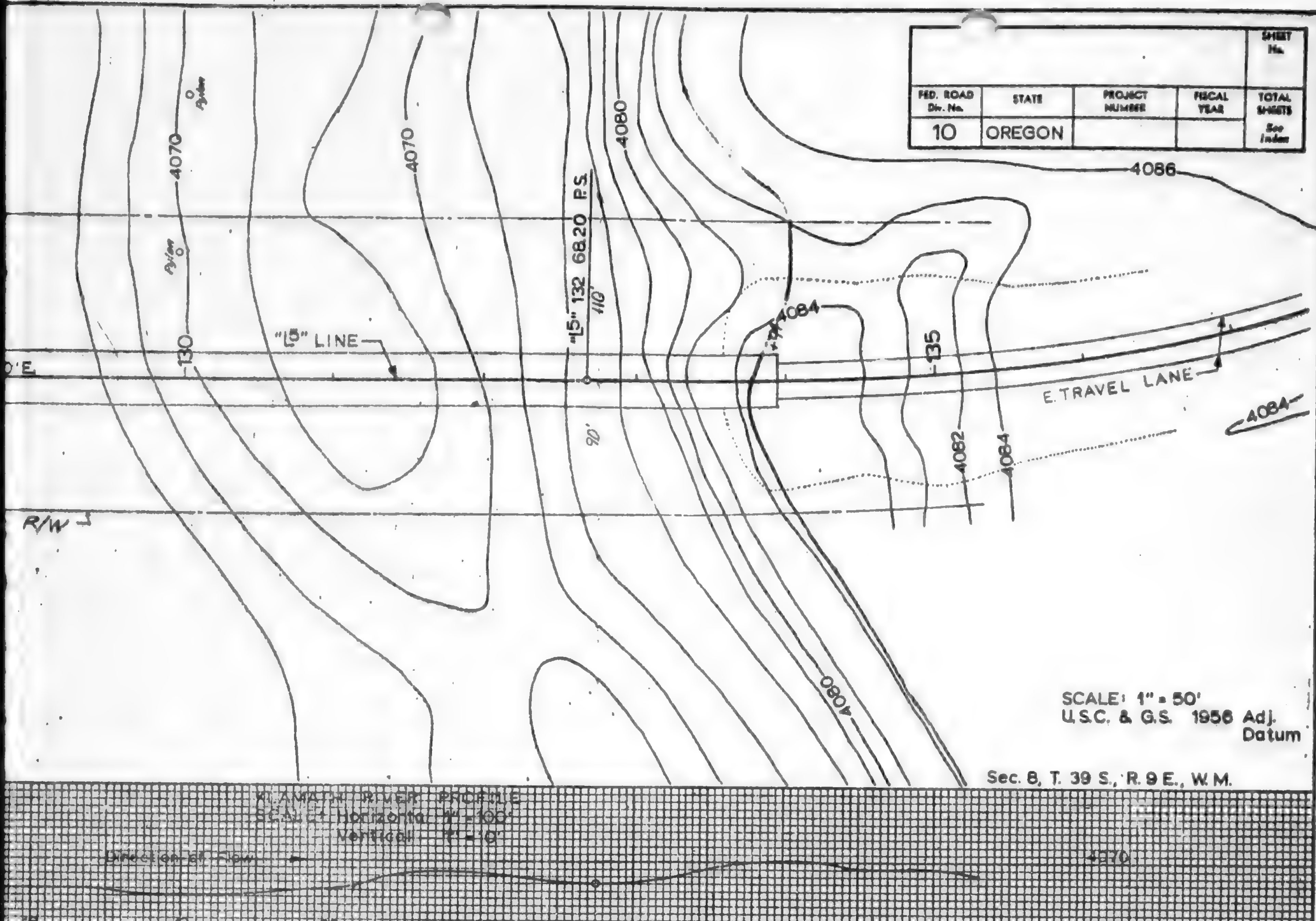
DIAGRAM

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	BNRR & KLAMATH RIVER O'XING
ASST. STATE HIGHWAY ENGINEER	THE DALLES/CALIF. HWY - WASHBURN WAY SEC.
DESIGNED DRAWN Gerald Bellin CHECKED REVIEWED REVIEWED CALC. BOOK 2033	FAS 8319 KLAMATH COUNTY PUC PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE November 1984 — SHEET 1 OF 1
	BRIDGE NO. 16333 — DRAWING NO. 40138


KLAMATH FALLS
Proposed Project
Water Tower T.B.M. 4092.46
Base of old Wiggers Burner
"L5" 123+63.19 P.T.
E. TRAVEL LANE
4100
4090
4088
125
CAR STORAGE YARD
S. 66°00'00"E.
"L5" 125+63.34
"BN" 73+82.92
To RR. 85°01'40"
To Weyerhauser
R/W
Sawdust Fill
4080
Piling
STRUCTURE Sta. 124+44 to Sta 133+94 950' Long 40' Wide
4070
Pylon
130
R/W


B.N.R.R. Drawing No. 3260-3 Reference
4120
4110
4100
4090
4080
4070
4060
TYPICAL SECTION
RAILROAD
E. Wye
Rail Height
RAILROAD PROFILE
SCALE: Horizontal 1" = 80'
Vertical 1" = 10'
Elevations Shown are Top of Right Rail
BN 68
BN 69
BN 70
BN 71
BN 72
BN 73
BN 74
123
124
125
126
127
128
129
130
TYPICAL SE
ROADWA
Direction of

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			See Index


4070
Pylon
4070
4080
"L5" 132 68.20 P.S.
110'
90'
4086
4084
"L5" LINE
130
135
E. TRAVEL LANE
4082
4084
4084
R/W
4080
SCALE: 1" = 50'
U.S.C. & G.S. 1956 Adj. Datum
Sec. 8, T. 39 S., R. 9 E., W.M.
KLAMATH RIVER PROFILE
SCALE: Horizontal 1" = 100'
Vertical 1" = 10'
Direction of Flow
4070
18
20
22
24
26
28
4080
4120
4110
4100
4090
4080
4070
PROFILE GRADE
TYPICAL SECTION
ROADWAY
HIGHWAY PROFILE
SCALE: Horizontal 1" = 50'
Vertical 1" = 10'
℄ Profile
Rt. Profile
Lt. Profile
135
136

OREGON DEPARTMENT OF TRANSPORTATION

VICINITY MAP & PROFILE

B.N. RAILROAD & KLAMATH RIVER XING — SOUTHSIDE BYPASS

GREEN SPRINGS DRIVE-WASHBURN WAY SECTION

COUNTY HIGHWAY — FAS [illegible]

KLAMATH COUNTY

LOCATION DESIGN [illegible]

Br. No. 16333 Dwg. No. 38648

[illegible] 7-4-1
K. Falls
No. 1

September 11, 1984

Klamath County Board of Commissioners
Courthouse
316 Main Street
Klamath Falls, OR 97601

AGR 4-2

Attention: Evelyn Biehn
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8154

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the South Side Bypass from Green Springs Interchange to Washburn Way.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

Tra 7-4-1
K. Falls
Sp.

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-6

TO: J. H. Versteeg
Road Design Engineer

DATE: September 4, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Southside Bypass
The Dalles-California Highway
Klamath County

As requested, we have reanalyzed the possibility of installing a traffic signal at the intersection of the Southside Bypass and Washburn Way on the subject project. Our signal warrant investigation indicates that a signal will not be required until at least 1995.

Past experience indicates that we will eventually have to install a signal at this location. However, until a signal is warranted, we cannot justify it or secure Federal funding for it. For these reasons, we do not recommend a signal be included in the project plans.

L E George

L. E. George
Traffic Engineer

THT:ds

cc Hunter

RECEIVED
STATE HWY ENGR

SEP 7 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

1 Versteeg ✓
2 Anderson
Adams
Bienz
Edwards
Terpin
Trout
Wakerlig

RECEIVED
SEP 6 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ..../..../....
Action

81-123-1387

Contains Recycled Materials

[illegible]

[illegible] 7-4-1
[illegible]

STATE OF OREGON
INTEROFFICE MEMO

RAILROAD & UTILITY UNIT 378-6511 ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: August 6, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 98
PUC CROSSING NO. CF-427.0-A

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority pursuant to ORS 763.020, to construct a separated crossing of Southside Bypass (FAS B-319) and Southern Pacific Transportation Company, Cascade Line and Modoc Line, near Texum, Klamath County, Oregon.

Attached is a copy of Order No. 84-589 issued by the Public Utility Commissioner on July 31, 1984, relative to the above subject matter.

RDT/nv
Attachment
cc: Richard Arnold, FHWA - w/att.
E. S. Hunter - w/att.
C. O. Fredrickson - w/att.
R. L. Schroeder - w/att.
D. D. Allen - w/att. (2) Please give copy to Project Manager
Don Thurston - w/att.
J. L. Sollis - w/att.
W. J. Hart - w/att.

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 84-589

ENTERED JULY 31 1984

PUC CROSSING NO. CF-427.0-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 98

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.020, to construct a separated crossing of Southside Bypass (FAS B-319) and Southern Pacific Transportation Company, Cascade Line and Modoc Line, near Texum, Klamath County, Oregon.	)	ORDER

On May 2, 1984, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct an overcrossing of the Southside Bypass (FAS B-319), a highway under the jurisdiction of Klamath County, and the main tracks and right-of-way of the Cascade Line and Modoc Line, Southern Pacific Transportation Company, near Texum, Klamath County, Oregon.

Copies of the application and responses thereto were duly served upon Southern Pacific Transportation Company, Klamath County, and applicant. No objection by any party has been made to the granting of the application.

Applicant is constructing the Southside Bypass from Greensprings Junction (at US Route 97) to Washburn Way to provide a detour for through traffic southerly of Klamath Falls, to increase east-west traffic capacity in the Klamath Falls area and to improve the level of safety for the motoring public. Applicant proposes to construct an overcrossing, which will consist of one single stressed beam structure, with concrete footings, four parallel concrete bents, with fill on each approach of the structure. The overcrossing will be 180 feet in length, between outside bents, and 52 feet in width, consisting of two 2-foot bridge railings, two 4-foot shoulders, two 12-foot travel lanes, and a 16-foot center median. The structure will be oriented in a general northwest-southeast direction and will cross above the two main tracks, which are, from east to west, Modoc Line main track and Cascade Line main track.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and files of the Commissioner, it found that the overcrossing requested herein is required by the public safety, convenience, and general welfare and that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. Authority to construct the overcrossing structure as requested herein is hereby granted upon the condition that physical construction of the structure must be substantially in progress within two years from the effective date of this order. If this condition is not met, then the authority expires on that date.
2. Applicant shall:
   a. Construct the overcrossing structure as shown in ODOT drawing No. 39320, dated April, 1984, and bear all the cost thereof;
   b. Coordinate all temporary impairments of standard railroad clearances with the Southern Pacific Transportation Company at least six weeks in advance of creating any impairment; and
   c. Notify the Commissioner upon completion of the project.
3. Klamath County shall:
   a. Maintain the overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;
   b. Maintain all highway appurtenances to the overcrossing structure, and bear all the cost thereof; and
   c. Bear all the cost of damage to the structure caused by motor vehicles.

4. Southern Pacific Transportation Company shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the structure, and bear all the cost thereof.

Upon completion of the construction of the overcrossing structure, it shall have horizontal and vertical clearances equal to or in excess of the Commissioner's minimum standard clearances and Southern Pacific Transportation Company's minimum clearances. While the structure is being constructed, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective ______________________.

GENE MAUDLIN
Public Utility Commissioner

HIGHWAY DIVISION FILE: PRO

Dale D. Allen July 27, 1984
Region Engineer

Robert N. Bothman
Assistant State Highway Engineer

Southside Bypass Extension

Reviewing your letter to Gary Potter and Gary's response to you, I offer the following process:

1. First needed is a feasibility study or planning study to get a handle on the traffic involved, costs and impact of extending the bypass so the project is defined.
2. Establish the priorities in the area, i.e., Klamath County, on State highways. Work on the projects would then proceed "down" this priority list.
3. Develop the decision as to when to proceed with the extension.
4. Develop an agreement to include any trades of jurisdictions, who pays for what, and who does what.
5. Add the project to the Six-Year Program in 1986.

The sequence of the last two steps are a question. It would seem that a concept should be developed for the agreement which would allow us to proceed with introduction of the project in the Six-Year Program, if appropriate. Once the project is in the program we would be in a position to formalize the agreement.

RNB:lks

cc H. S. Coulter
E. S. Hunter
W. E. Schwartz
Gary A. Potter

10,171

July 11, 1984 PRO

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Bldg.
334 Main St.
Klamath Falls, OR 97601

Subject: Utility Adjustment
Washburn Way-Green Springs Hwy.
Klamath Falls Bypass
Klamath County
Project No. RS-8319(1)

Dear Mr. Kessler:

The Federal Highway Administration approved a program for the adjustment of the Pacific Power and Light Company's power lines on the subject project.

This is a Federal Aid Secondary (FAS-C) project and as per our Agreement No. 5919, the county is requested to deposit their share of the project cost as computed below:

Estimated Utility Adjustment Cost	$ 37,290
Less Federal Funds (85.8%)	(31,994)
Subtotal	$ 5,296
1/2 State Share	(2,648)
1/2 County's Share	$ 2,648
COUNTY SHARE & ADVANCE DEPOSIT	$ 2,650

Please submit your advance deposit in the amount of $2,650 so utility work may proceed. You may use one of the three options described in the attachments.

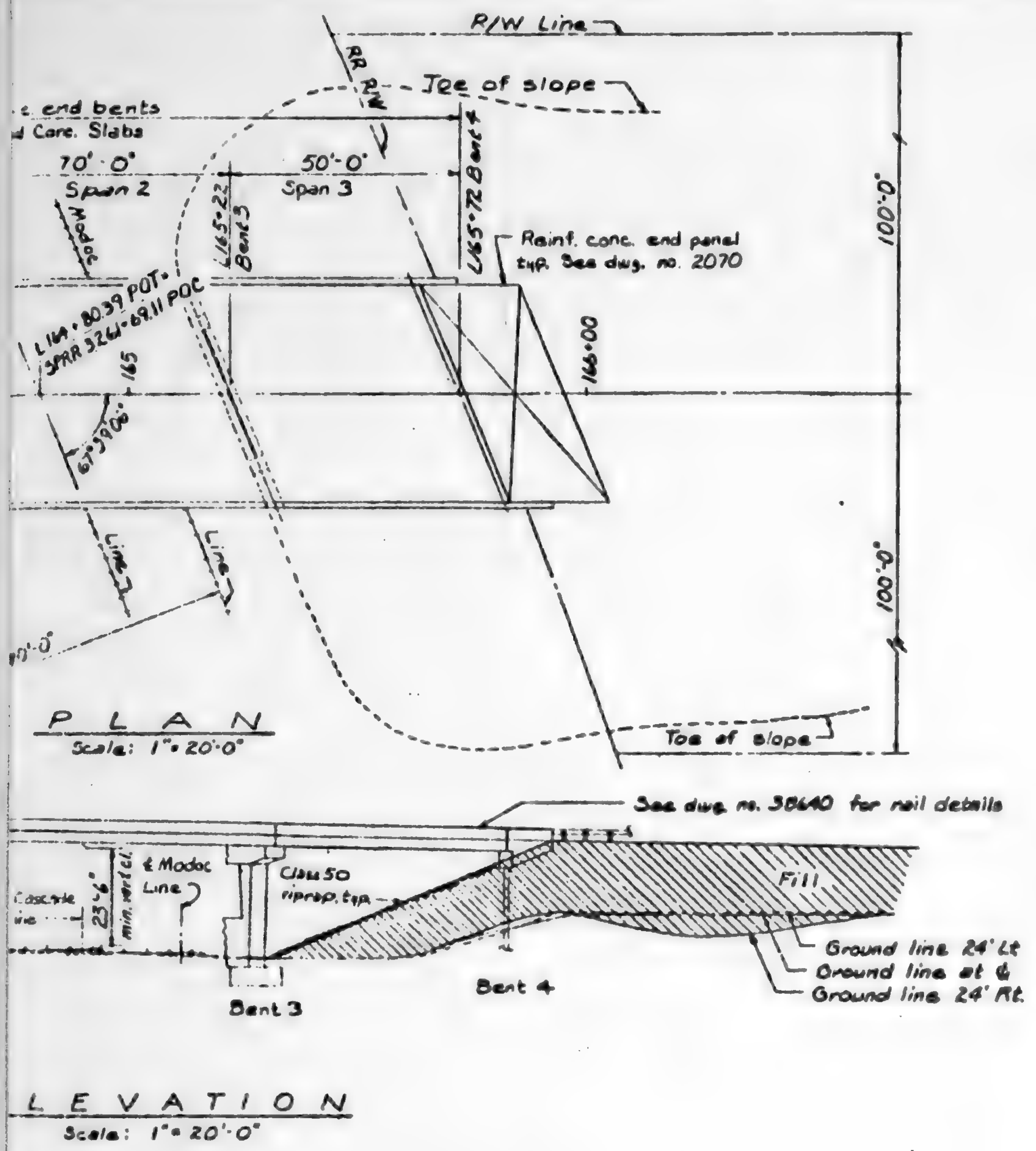
Very truly yours,

Gary A. Potter, Manager
Program Section

RECEIVED
8-1-84
ck

MKS:bkb
Attachments
bcc: w/AD #84-80 John Hagedorn, Region 3
Vern Skoog - Please return completed AD #84-80 when advance deposit is received.

10,171 7-2-84


R/W Line
RR R/W
Toe of slope
c. end bents
Conc. Slabs
70'-0"
Span 2
50'-0"
Span 3
Modoc
L165+72 Bent 4
L165+22 Bent 3
Reinf. conc. end panel typ. See dwg. no. 2070
100'-0"
L164+80.39 POT = SPRR 3261+69.11 POC
165
166+00
67°39'00"
Line
Line
Toe of slope
100'-0"
PLAN
Scale: 1" = 20'-0"
See dwg. no. 38640 for rail details
Cascade Line
23'-6" min. vert. cl.
℄ Modoc Line
Class 50 riprap, typ.
Fill
Ground line 24' Lt
Ground line at ℄
Ground line 24' Rt.
Bent 3
Bent 4
ELEVATION
Scale: 1" = 20'-0"

Approved July 2, 1984 by
Klamath County Commission

Roger Hamilton, Chairman

Carroll Von Gabert, Commissioner

Nell Kuonen, Commissioner

SPR

APPROVED:

BRIDGE ENGIN

ASST STATE HIG

DESIGNED
DRAWN. Oeua
CHECKED
REVIEWED
REVIEWED
CALC. BOOK /83

DATE

Klamath

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: June 29, 1984

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: So. Side Bypass (Klamath Falls) Section
Country Road
Klamath County

An Interdisciplinary Team #1 meeting was held on June 27, 1984 to discuss funding and stage construction of the subject project.

Attending were Bob Pool, Rick Kuehn, Gary Potter, Hal Versteeg, Tim Thex, Jerry Backstrand, Cam Gilmour, Bruce Boyd and Frank Terpin.

The Region recommendation (copy attached) for constructing under one contract all the work was discussed. It was determined that sufficient money has been programmed in FY 85 in both the FAS-C and FAS categories to provide funding for that proposal.

R/W acquisition has just begun and Mr. Boyd assured that the R/W would be available in December 84.

Some items of work that may yet need attention were discussed and are as follows:

1. It is rumored that artifacts exist on the alignment that was revised to avoid known deposits. Gilmour will investigate.
2. Details of wetland mitigation may need to be worked out.
3. Disposal sites, material sources and borrow sources need to be identified.
4. Need for permits, i.e., Coast Guard, Corps of Engineers, Division of State Lands determined and acquisition process started as soon as possible.
5. R.R. agreements are required. Also temporary crossings at grade for construction are required.
6. Investigation of need for boating access facilities should be made.
7. Clearance of airport approaches needs investigation.

There may be other activities not listed which should be getting underway so that the project can be cleared for contracting in 4QFY85. These should be identified and action started.

FET:ge
Attachment
cc E. S. Hunter
Attendees

REFERRED TO
Mann Cuno Henry
Eriksen Dayton
Baker Anderson
King Bedford Luu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUL 2 - 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

81-125-1387

RECEIVED
ROAD DESIGN SECTION
Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig
Do Not
Return
Bring Up
Action

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO FILES

DATE: June 22, 1984

FROM: John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Southside Bypass
Klamath Falls

Depicted in the attached drawing is the latest version of the staging of the various items of work on the bypass:

Contract No. 1--Grading between Klamath River and Washburn Way and construction of the two bridges. State FAS funding on the bridges. County funds on the grading.

Contract No. 2--Grading between the Green Springs Intch. and the Klamath River and base and paving for the entire length, Green Springs Intch. to Washburn Way. Funding, FAS-C.

To facilitate construction of the river bridge the westerly embankment should be constructed beforehand. This can be accomplished in at least three ways:

(1) Include the westerly bridge embankment in Contract No. 1. I believe that the material will be available from between the Green Springs Intch. and the river. This work should be considered as necessary to construct the bridge and included in the State FAS funding.

OR:

(2) Let Contract No. 2 before or at the same time as Contract No. 1 and specify time control on the bridge embankment.

OR:

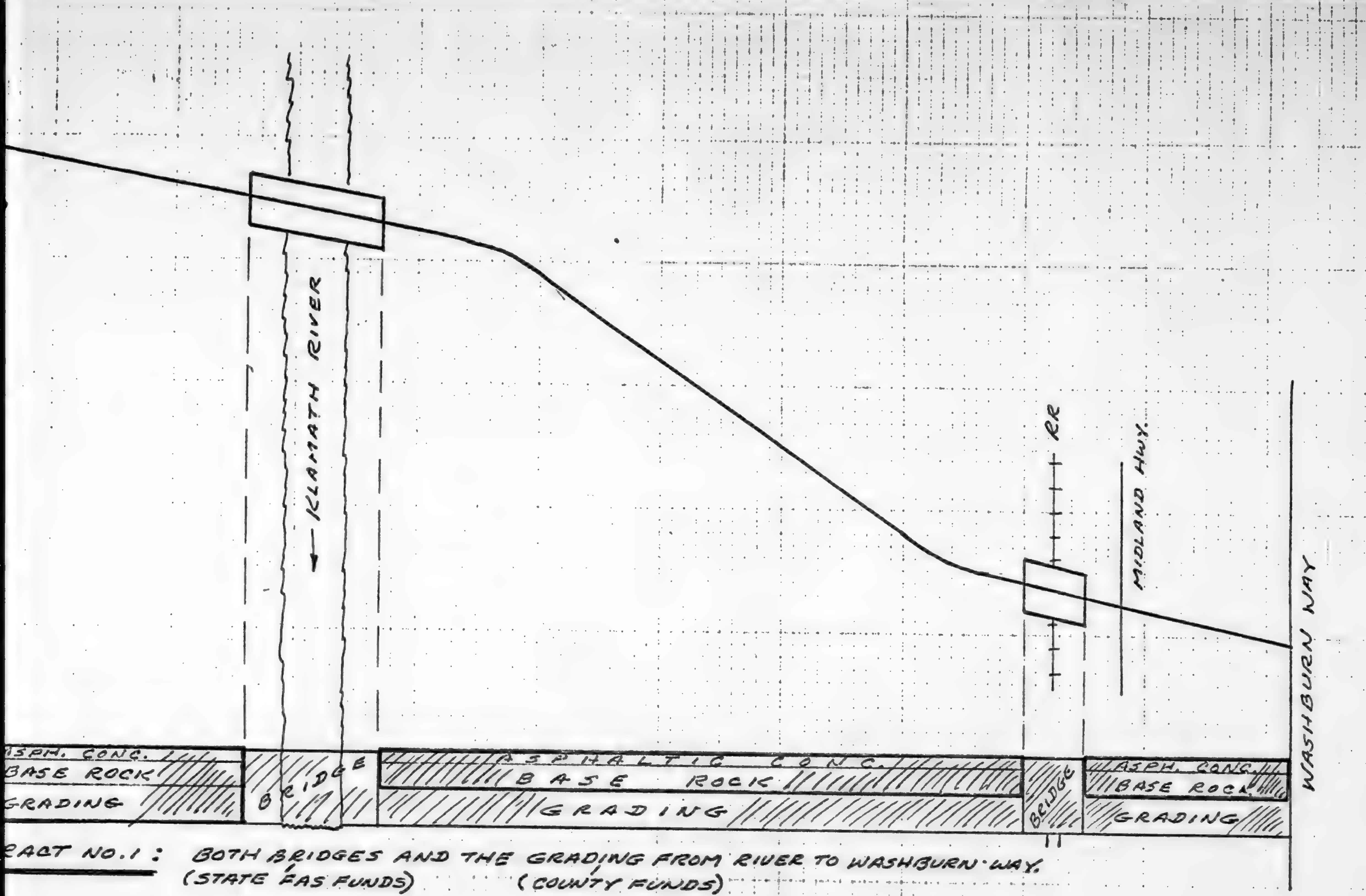
(3) Let all of the work in a single contract which would include the three fundings, State FAS, County, and FAS-C.

With the County not now involved in administering the contract for the grading, and the R/W phase just beginning, the timetable developed earlier (chart attached) is certainly shot down.

I recommend that a single contract be let--with a target date of April or May, 1985.

Two things should be done in the near future--submit the FAS-C programming package; program the R/W phase on the Green Springs Intch. to the river if not already included in the current R/W work.

JRH:br
Enclosures

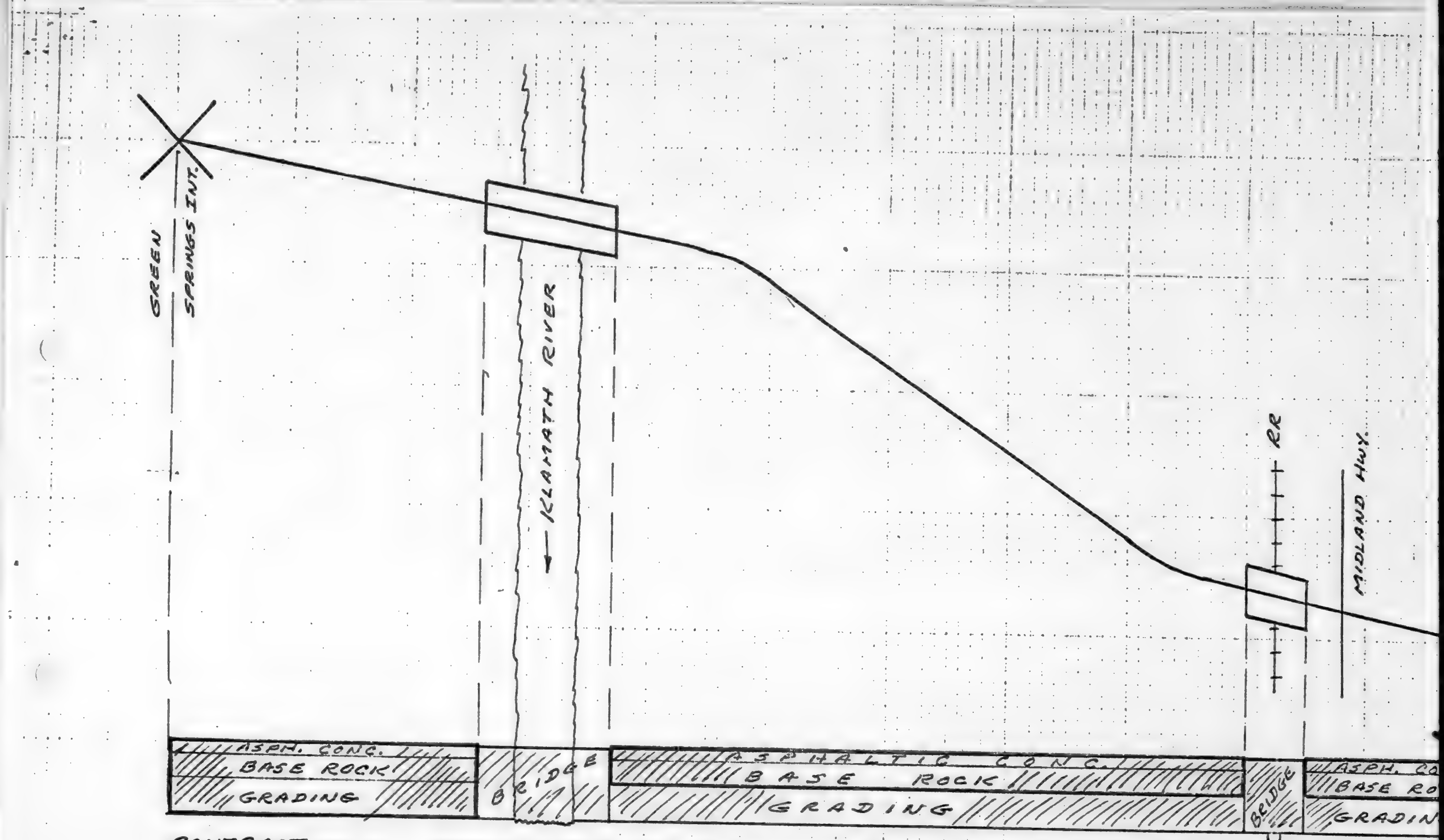

KLAMATH RIVER
RR
MIDLAND HWY.
WASHBURN WAY
ASPH. CONC.
BASE ROCK
GRADING
BRIDGE
ASPHALTIC CONC.
BASE ROCK
GRADING
BRIDGE
ASPH. CONC.
BASE ROCK
GRADING

RACT NO. 1 : BOTH BRIDGES AND THE GRADING FROM RIVER TO WASHBURN WAY.
(STATE FAS FUNDS) (COUNTY FUNDS)

ACT NO. 2 : GRADING FROM GREEN SPGS. INTCH. TO RIVER.
BASE ROCK & ASPH. CONC. FROM GREEN SPGS. INTCH. TO WASHBURN WAY.
(ALL FAS-C FUNDS)

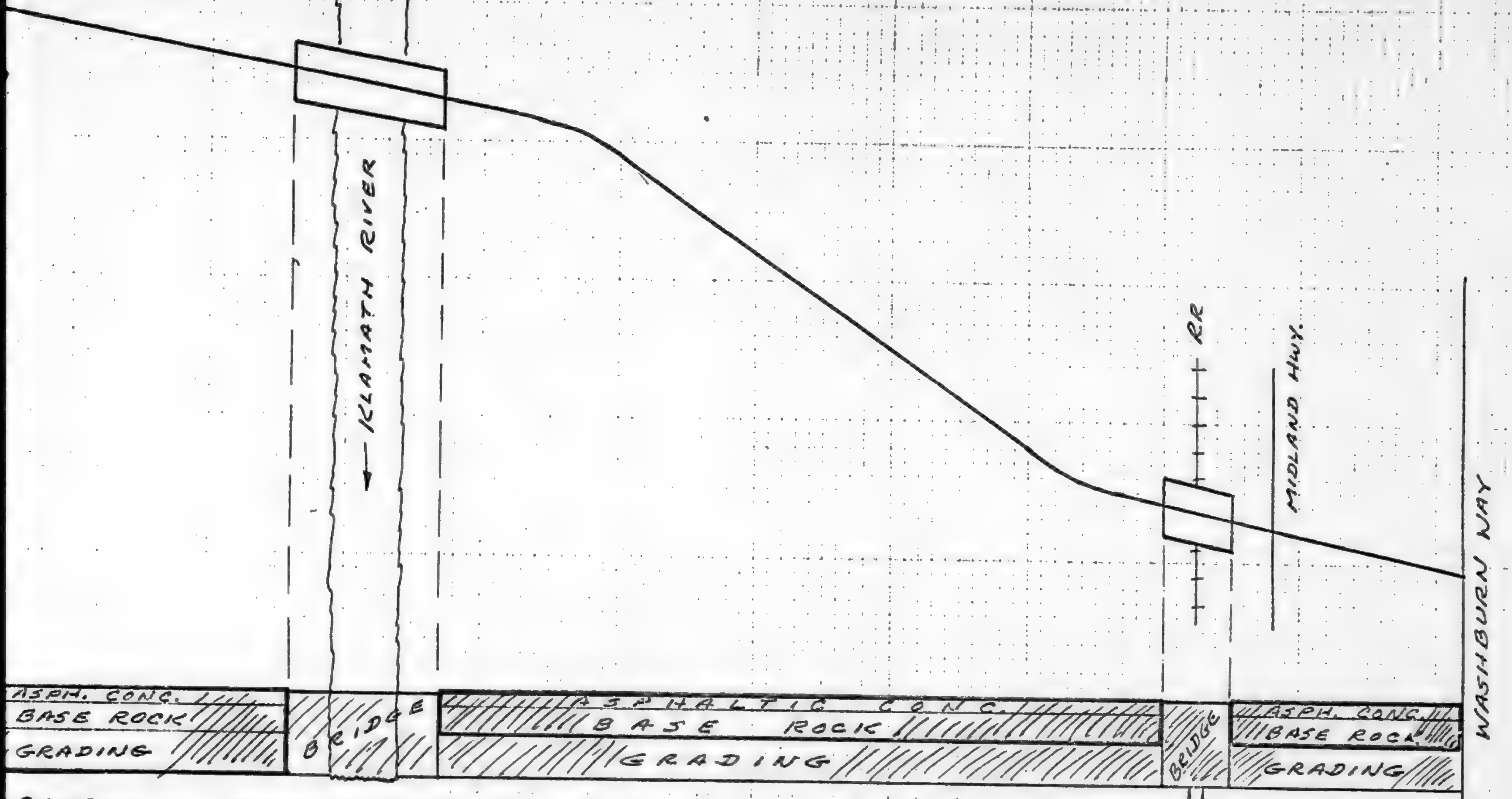
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE


GREEN SPRINGS INT.
KLAMATH RIVER
RR
MIDLAND HWY.
ASPH. CONC.
BASE ROCK
GRADING
BRIDGE
ASPHALTIC CONC.
BASE ROCK
GRADING
BRIDGE
ASPH. CO
BASE RO
GRADIN

CONTRACT NO. 1: BOTH BRIDGES AND THE GRADING FROM RIVER TO WASHBURN WAY.
(STATE FAS FUNDS) (COUNTY FUNDS)

CONTRACT NO. 2: GRADING FROM GREEN SPGS. INTCH. TO RIVER.
BASE ROCK & ASPH. CONC. FROM GREEN SPGS. INTCH. TO WASHBURN WAY.
(ALL FAS-C FUNDS)


KLAMATH RIVER
RR
MIDLAND HWY.
WASHBURN WAY
ASPH. CONC.
BASE ROCK
GRADING
BRIDGE
ASPHALTIC CONC.
BASE ROCK
GRADING
BRIDGE
ASPH. CONC.
BASE ROCK
GRADING

RACT NO. 1 : BOTH BRIDGES AND THE GRADING FROM RIVER TO WASHBURN WAY.
(STATE FAS FUNDS) (COUNTY FUNDS)

RACT NO. 2 : GRADING FROM GREEN SPGS. INTCH. TO RIVER.
BASE ROCK & ASPH. CONC. FROM GREEN SPGS. INTCH. TO WASHBURN WAY.
(ALL FAS-C FUNDS)

OMI

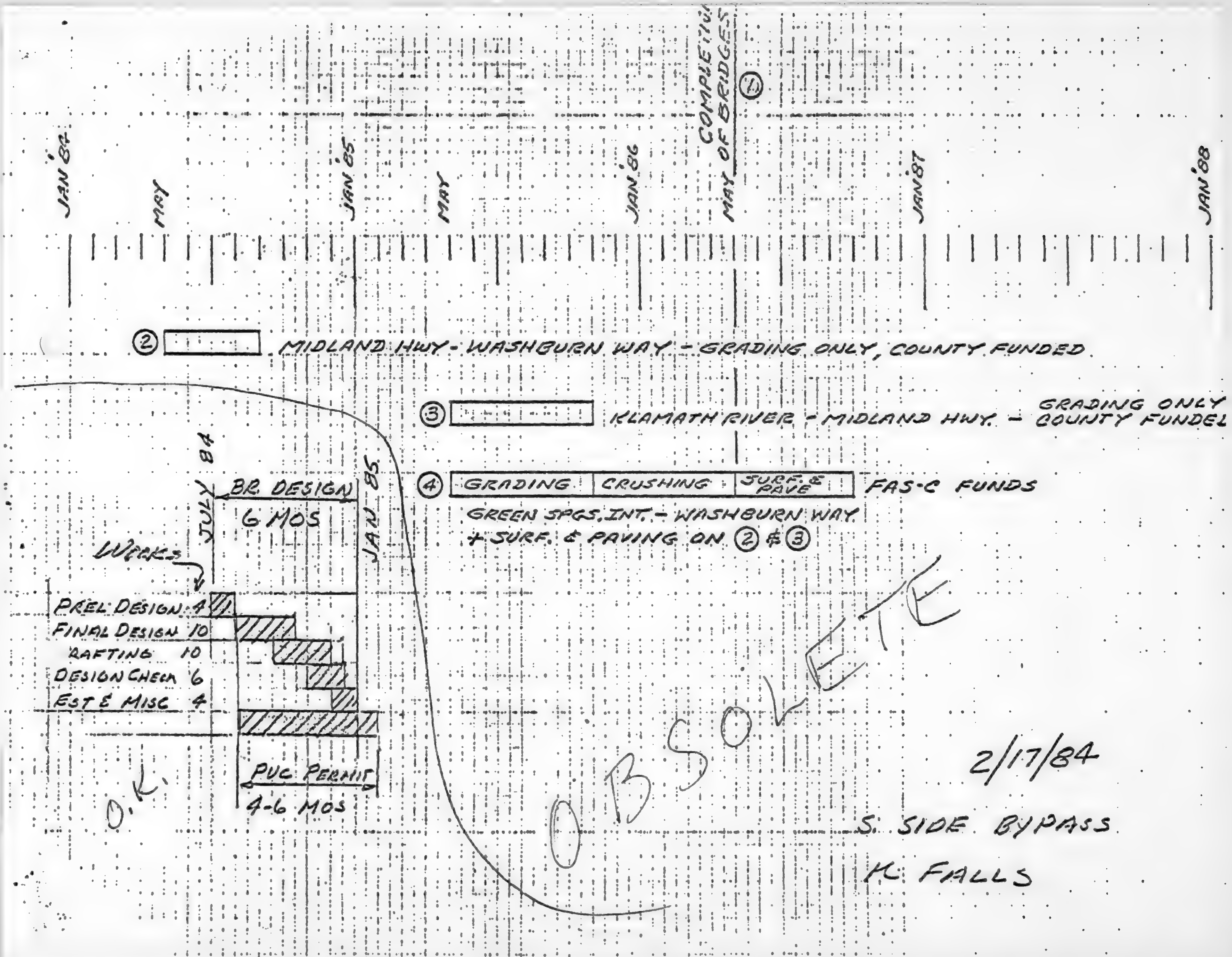
Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE



2/17/84

S. SIDE BYPASS

K FALLS

10,171

KLAMATH COUNTY
Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 334 MAIN STREET — 503-882-2501 — KLAMATH FALLS, OREGON 97601

June 26, 1984

Mr. John Hagedorn
Department of Transportation
State Highway Division
P. O. Box 5309
Bend, OR 97708

Dear John:

I have reviewed the enclosed agreements for financing arrangements on the Southside Bypass. I am returning the agreements unsigned as I have some real concerns regarding the wording in some areas.

Under "Recitals" it states the project to be from Washburn Way to the Green Springs Interchange and under the section of County obligations, it states County shall contribute 100% of the cost contributed to the grading of a section within the project. My concern is the County anticipates utilizing FAS-C funds from Green Springs Interchange to the river. This area should be clarified to note the County will advance 100% of the cost from Washburn Way to the river, but a matching share from the river to the Green Springs Interchange.

Statement #3 on the third page states 'County shall, upon completion of the project, thereafter maintain and operate the facility at its own cost and expense, and in a manner satisfactory to the State and/or the FHWA.' The County presently has an agreement that transfers the jurisdiction of the Southside Bypass to the State when the project is opened to traffic, so I question the need for this section.

If I can be of further assistance please do not hesitate to contact me.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
Director of Public Works

ROE RE RCE PLA FAE
RTE RECEIVED GEO
PUE [illegible] 7 1984 RDE
RSO REGION 4 RBE
ASSIGNED____________

TRA [illegible]
Kla. Falls

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RS-B319(1)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
RS-111

2A. COUNTY NAME
Klamath

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
6/25/84

8. FEDERAL ROUTE NUMBER
Secondary B319

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Washburn Way - Greesprings Highway

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 6/13/84 you are authorized to proceed with the actual adjustments of Pacific Power & Light Company's aerial power line relocation at a TEC of $37,290; Federal Funds $31,994 contingent upon modification of Project Agreement if additional funds are required.

I approve the Agreement with Pacific Power & Light Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

orig. to
6/27

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
6/25/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,171

STATE OF OREGON

INTEROFFICE MEMO

TO:
Gary Potter, Program Section
Hal Versteeg, Road Design
Frank Terpin, Location
Walt Hart, Bridge
J. Bruce Boyd, Right of Way

DATE: June 22, 1984

Robert C Pool

FROM:
Robert C. Pool
Region Operations Engineer

SUBJECT:
Southside Bypass
Klamath Falls

The attached memo by John Hagedorn explains the scheduling problems we are encountering on the various phases of the Southside Bypass work.

John and I will be in Salem Wednesday, June 27, at 8:00 a.m. to discuss the matter with you.

RCP:mr

encl

PROGRAM SECTION

JUN 25 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

Contains Recycled Materials

10,171

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: June 20, 1984

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Southside Bypass, Klamath Falls

When this job was originally submitted to Salem, Region 4 recommended that 6-foot shoulders be constructed on the project instead of the standard 8-foot shoulders. The purpose of this recommendation was to reduce the cost of the project, especially the cost of the 960-foot bridge structure over the Klamath River. The expense of the structure was to be paid for by the County, either with County funds or Federal-aid funds assigned to the County. The purpose of the reduced shoulder was to reduce the cost of the structure to the County.

No

This was never to be County $ but he does get it straight below. Region made Request Wayne

I requested concurrence from the Federal Highway Administration in this reduced standard. They requested further information, especially in support of the safety of such a change.

I have reviewed the costs in more detail. The current cost estimates are as follows:

Work Item	Funding	6-Foot Shoulder	8-Foot Shoulder	Difference
Structure	FAS	$2,347,000	$2,556,000	$209,000
Grading	County	1,230,400	1,263,700	33,300
Surfacing	FAS-C	2,348,000	2,471,500	123,500
		$5,925,400	$6,291,200	$375,800

As can be seen from the above tabulation, the cost of the structures will be paid for with the State's Federal-aid Secondary funding, at no cost to the County. A grading increase is minor, compared to the size of the project and the increase for the Federal-aid Secondary County funding, which is 88% supported by Federal funding, is not sufficient to off-set the long-term benefits of 8-foot shoulders on a road that will eventually become a State highway.

The current recommendation is to use an 8-foot shoulder over the section of highway from the Green Springs Interchange to the Midlands Highway. This will be consistent with the remainder of the Southside Bypass, which has 8-foot paved shoulders.

Contains Recycled Materials

10,171

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: MEMO TO THE FILE

DATE: June 20, 1984

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Southside Bypass, Klamath Falls

When this job was originally submitted to Salem, Region 4 recommended that 6-foot shoulders be constructed on the project instead of the standard 8-foot shoulders. The purpose of this recommendation was to reduce the cost of the project, especially the cost of the 960-foot bridge structure over the Klamath River. The expense of the structure was to be paid for by the County, either with County funds or Federal-aid funds assigned to the County. The purpose of the reduced shoulder was to reduce the cost of the structure to the County.

I requested concurrence from the Federal Highway Administration in this reduced standard. They requested further information, especially in support of the safety of such a change.

I have reviewed the costs in more detail. The current cost estimates are as follows:

Structures in Program for 4th Oct 84

scheduled MAY 85

FY85 4.4 m. FAS 6yr HIP

FAS-C #2 m

Work Item		Funding	6-Foot Shoulder	8-Foot Shoulder	Difference
Structure	OSHD	FAS	$2,347,000	$2,556,000	$209,000
Grading		County	1,230,400	1,263,700	33,300
Surfacing		FAS-C	2,348,000	2,471,500	123,500
			$5,925,400	$6,291,200	$375,800

Dec 31 - ROW clear
open bids ~~Contract~~ in February

As can be seen from the above tabulation, the cost of the structures will be paid for with the State's Federal-aid Secondary funding, at no cost to the County. A grading increase is minor, compared to the size of the project and the increase for the Federal-aid Secondary County funding, which is 88% supported by Federal funding, is not sufficient to off-set the long-term benefits of 8-foot shoulders on a road that will eventually become a State highway.

The current recommendation is to use an 8-foot shoulder over the section of highway from the Green Springs Interchange to the Midlands Highway. This will be consistent with the remainder of the Southside Bypass, which has 8-foot paved shoulders.

1 Versteeg
Anderson
Adams
French
Edwards
2 Zerpin
Trout
Wakerlig

RECEIVED
JUN 2[illegible] 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

81-125-1387

I discussed the cost increases with John Hagedorn and asked that he contact Earl Kessler with Klamath County to determine if this additional funding increase would cause any serious problem. John advised me today that he had talked to Mr. Kessler and Mr. Kessler was agreeable to building the 8-foot shoulders. We will therefore proceed with the 8-foot shoulder construction.

DRA:ja

cc Walt Hart
Dale Allen
Glenn Hossner - FHWA
Wayne Cobine
Norm Henry

sent on 6/22

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. RS-111

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/19/84

8. FEDERAL ROUTE NUMBER Secondary B319

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Washburn Way - Greensprings Highway

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 6/14/84 I approve the program change adding to the character of proposed work "Adjustment of Utilities" at a TEC of $37,290; Federal Funds $31,994.

RECEIVED
STATE HWY ENGR
JUN 25 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
6/25

14. DATE 6/19/84

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 14, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: for Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. RS-B319(1)
Washburn Way-Green Springs Junction Section
County Road
Klamath County

I request your approval of a program change on the subject project to include in the character of proposed work "Adjustment of Utilities" at an estimated total cost of $37,290 with federal funds of $31,994. This request is based on transmission line adjustments by PP&L.

Authorization to proceed with the actual adjustment of the transmission line is being requested under separate action.

CL:bkb
cc: J. Cartwright
General Files

Form 734-3122

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 13, 1984

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: For– Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
Green Springs Dr.-Washburn Way Section
Southside ByPass (FAS B319)
Klamath Falls
Klamath County
Project No. RS-B319(1)

Here is a copy of an estimate of cost to adjust Pacific Power and Light Company's aerial power line facilities dated November 14, 1983, November 29, 1983, January 24, 1984 and February 28, 1984, and sketches showing their proposed relocations.

A certification prepared by Richard O. Havig as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letters to the Company dated September 7, 1983 and October 27, 1983,were previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $37,290.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. O. Havig.

RECEIVED
STATE HWY ENGR
JUN 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PACIFIC POWER & LIGHT CO.
RELOCATION COST ESTIMATE SUMMARY

PP&L Work Order No. 14808 (Transmission)
Conflicts: Station L^5 148+40
Station L^3 170+50
Station L 196+10

Installation	$10,616.00
Removal	481.00
Related Operating Expenses	1,224.00
Sub Total	$12,321.00

PP&L Work Order No. 14826 (Transmission)
Conflicts: Station L^5 124+35

Installation	$19,377.00
Removal	1,026.00
Related Operating Expenses	1,224.00
Sub Total	$21,627.00

PP&L Work Order No. 15020 (Transmission)
Conflicts: Station L^3 168+00

Installation	$ 2,135.00
Removal	136.00
Related Operating Exp.	382.00
Sub Total	$ 2,653.00

PP&L Work Order No. 14957
Conflicts: Station L^5 148+40

Installation	$ 380.00
Removal	272.00
Related Operating Exp.	37.00
Sub Total	$ 689.00

COST SUMMARY

Installation	$32,508.00
Removal	1,915.00
Related Operating Exp.	2,867.00
TOTAL ESTIMATED COST	$37,290.00

10,171

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. D. Allen
Region 4 Engineer
ATTN: John Hagedorn

DATE: May 31, 1984
DES 23
16334

ORIGINAL SIGNED
JERALD E. BACKSTRAND

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: SPRR Overcrossing
The Dalles/California Highway - Washburn Way Section
Southside Bypass FAS B500/Klamath County
BR 16334

Attached are four reduced prints of Drawings 39099 and 38649 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have been included in this project.

Our present estimate of costs for the proposed contract is:

Structure	$411,000
Engineering and Contingencies	82,000
TOTAL	$493,000

Please use these prints to obtain the approval of Klamath County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project during the second quarter of 1985.

We will submit preliminary plans and estimate of the Klamath River Overcrossing as soon as they are ready.

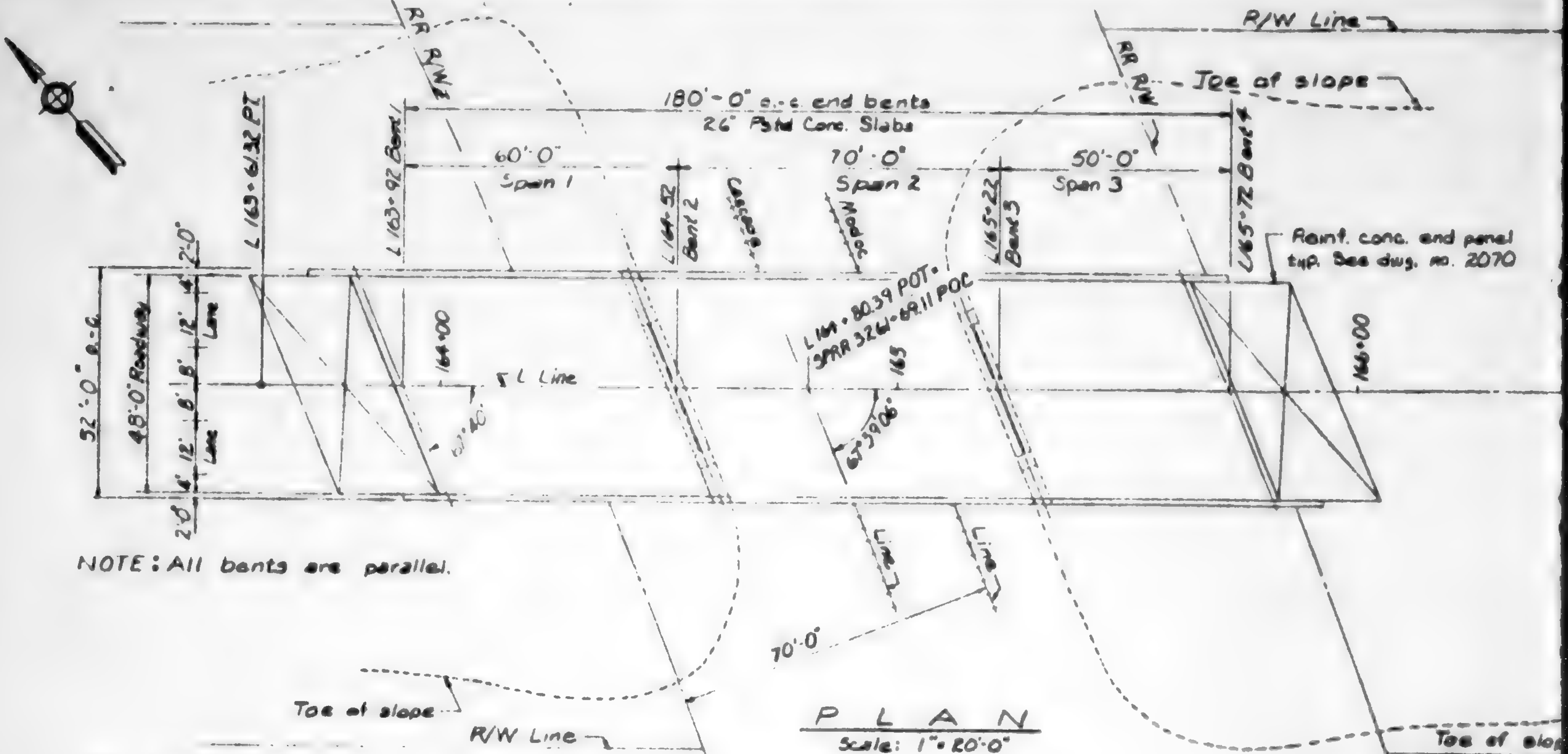
GHB:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1
Road Design /w/ 1
Program Section /w/ 1
Environment (M. Banks) /w/ 1

PROGRAM SECTION
MANAGER AF PROJECT UNIT
JUN 5 1984
MAN. ASSIST. PROGRAM UNIT
REFER TO Shultz
FOR

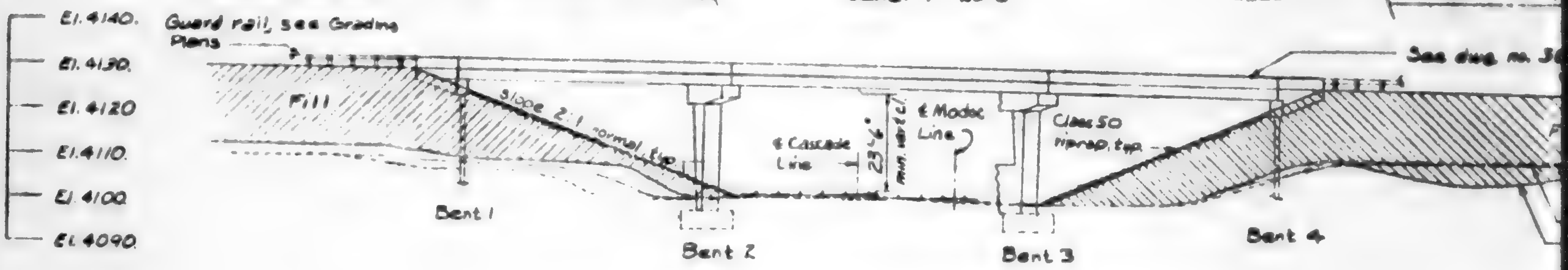
81-125-1387


R/W Line
RR R/W
Toe of slope
180'-0" c-c end bents
26" Pstd Conc. Slabs
60'-0"
Span 1
70'-0"
Span 2
50'-0"
Span 3
L 163+61.32 PT
L 163+92 Bent 1
L 164+52 Bent 2
Cascade
Modoc
L 165+22 Bent 3
L 165+72 Bent 4
Reinf. conc. end panel typ. See dwg. no. 2070
2'-0"
52'-0" o-o
48'-0" Roadway
4'
12'
Lane
8'
2'-0"
164+00
℄ L Line
L 164+80.39 POT=
SPRR 3261+69.11 POC
165
63°39'06"
166+00
Line
70'-0"
Toe of slope
R/W Line

NOTE: All bents are parallel.

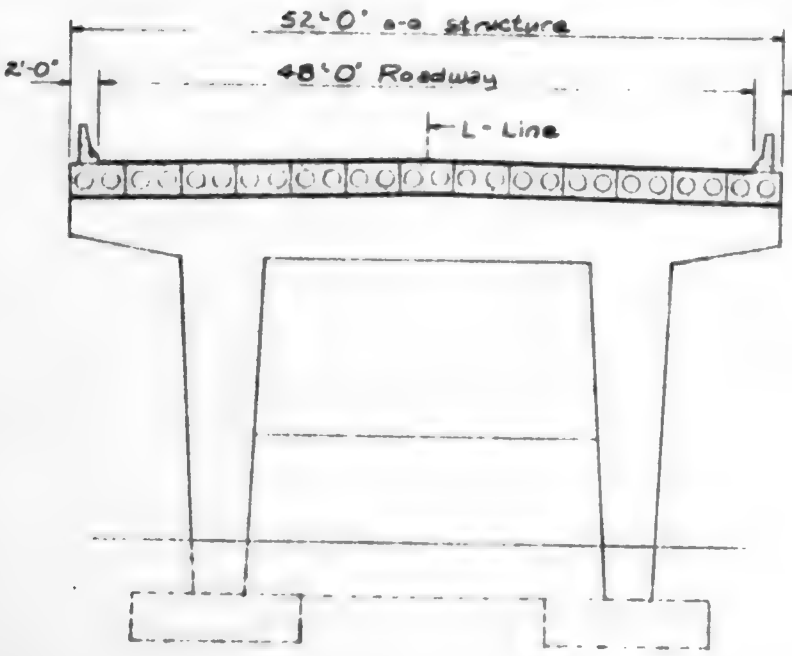
PLAN

Scale: 1" = 20'-0"

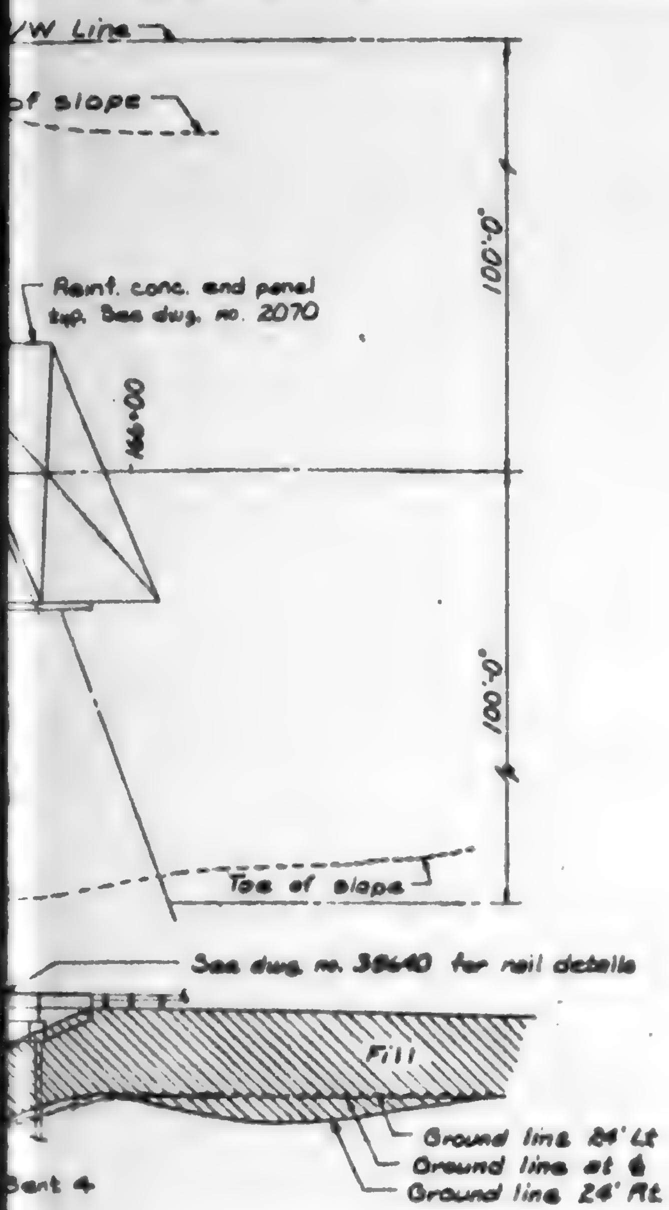

El. 4140.
El. 4130.
El. 4120
El. 4110.
El. 4100
El. 4090.
Guard rail, see Grading Plans
Fill
Slope 2:1 normal, typ.
℄ Cascade Line
23'-6" min. vert. cl.
℄ Modoc Line
Class 50 riprap, typ.
See dwg. no. 36
Bent 1
Bent 2
Bent 3
Bent 4

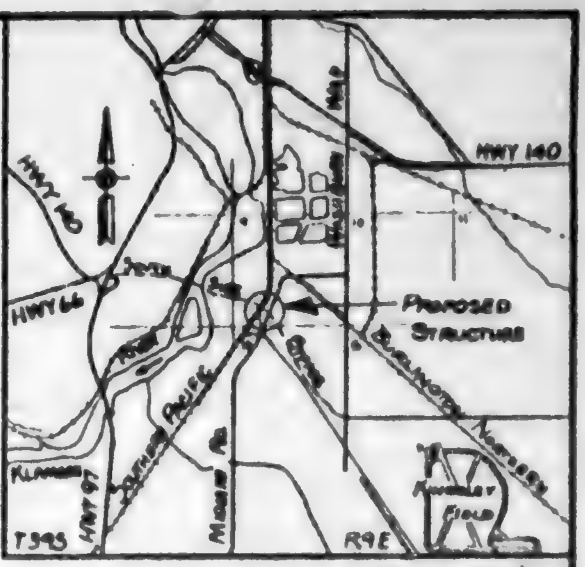
ELEVATION

Scale: 1" = 20'-0"


52'-0" o-o structure
2'-0"
48'-0" Roadway
2'-0"
L - Line

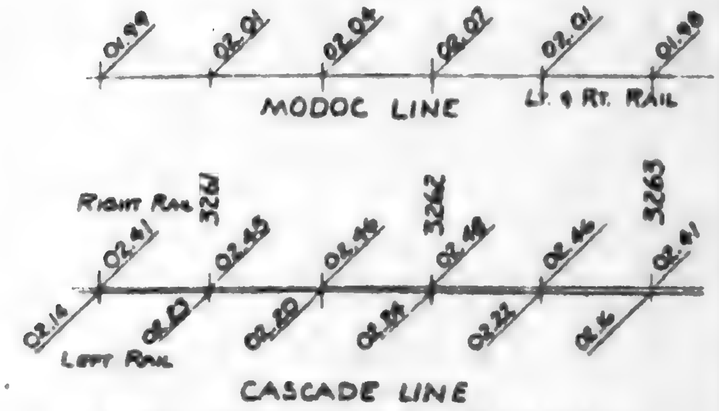
TYPICAL SECTION


R/W Line
Toe of slope
Reinf. conc. end panel typ. See dwg. no. 2070
100'-0"
166+00
100'-0"
Toe of slope
See dwg. no. 38640 for rail details
Fill
Ground line 24' Lt
Ground line at ℄
Ground line 24' Rt
Bent 4

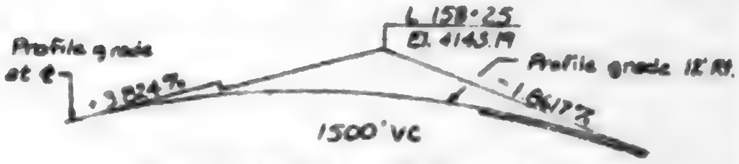

HWY 140
HWY 140
HWY 66
HWY 97
Proposed Structure
Burlington Northern
Southern Pacific
Modoc Rd
Washburn Way
Klamath
Kingsley Field
T39S
R9E

VICINITY MAP

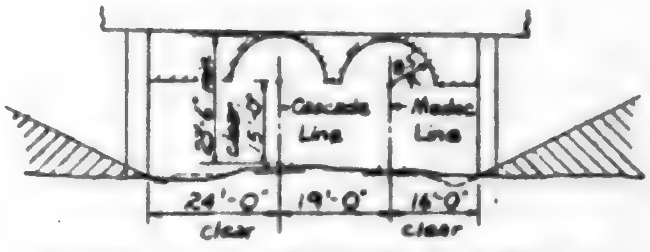
Structure is in SE¼ of SW¼ of Section 9 R9E, T39S


01.99
02.01
02.04
02.02
02.01
01.98
MODOC LINE
Lt. & Rt. Rail
Right Rail
3261
3262
3263
02.41
02.45
02.56
02.48
02.46
02.41
02.16
02.12
02.20
02.34
02.22
02.16
Left Rail
CASCADE LINE

SPRR GRADE LINE DIAGRAM


L 158+25
El. 4143.19
Profile grade at ℄
+.3824%
Profile grade 12' Rt.
-1.8617%
1500' VC

L GRADE LINE DIAGRAM


Cascade Line
Modoc Line
clear
24'-0"
19'-0"
16'-0"
clear
clear

SPRR CLEARANCE DIAGRAM

APPROVED: P.E.
BRIDGE ENGINEER P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED
DRAWN Gerald Bellin
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1856

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

SPRR OXING

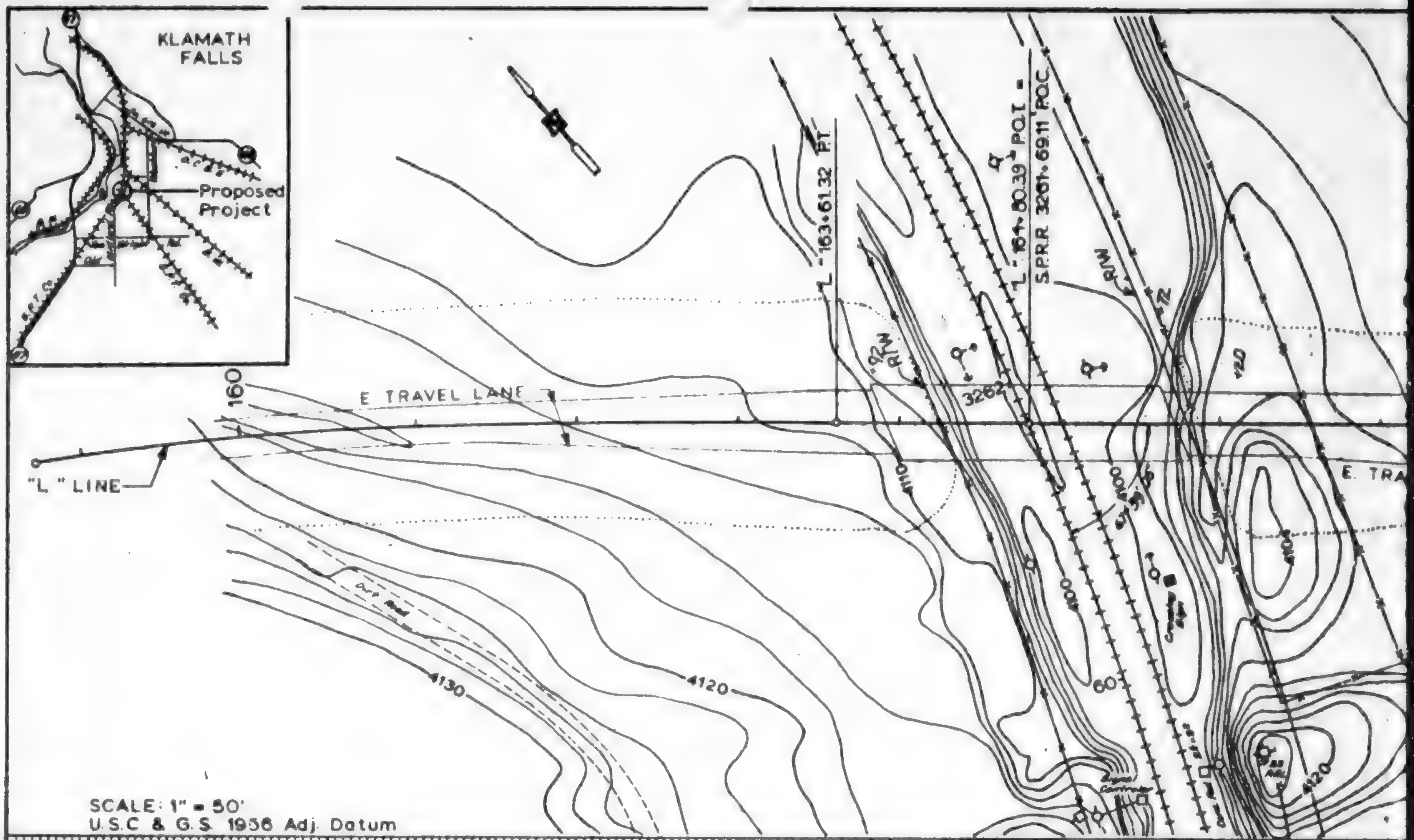
THE DALLES/CALIF. HWY - WASHBURN WAY SEC.

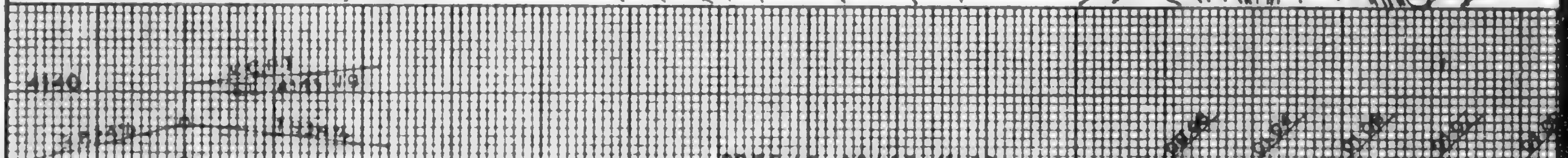
FAS 8319 KLAMATH COUNTY

PRELIMINARY PLAN AND ELEVATION

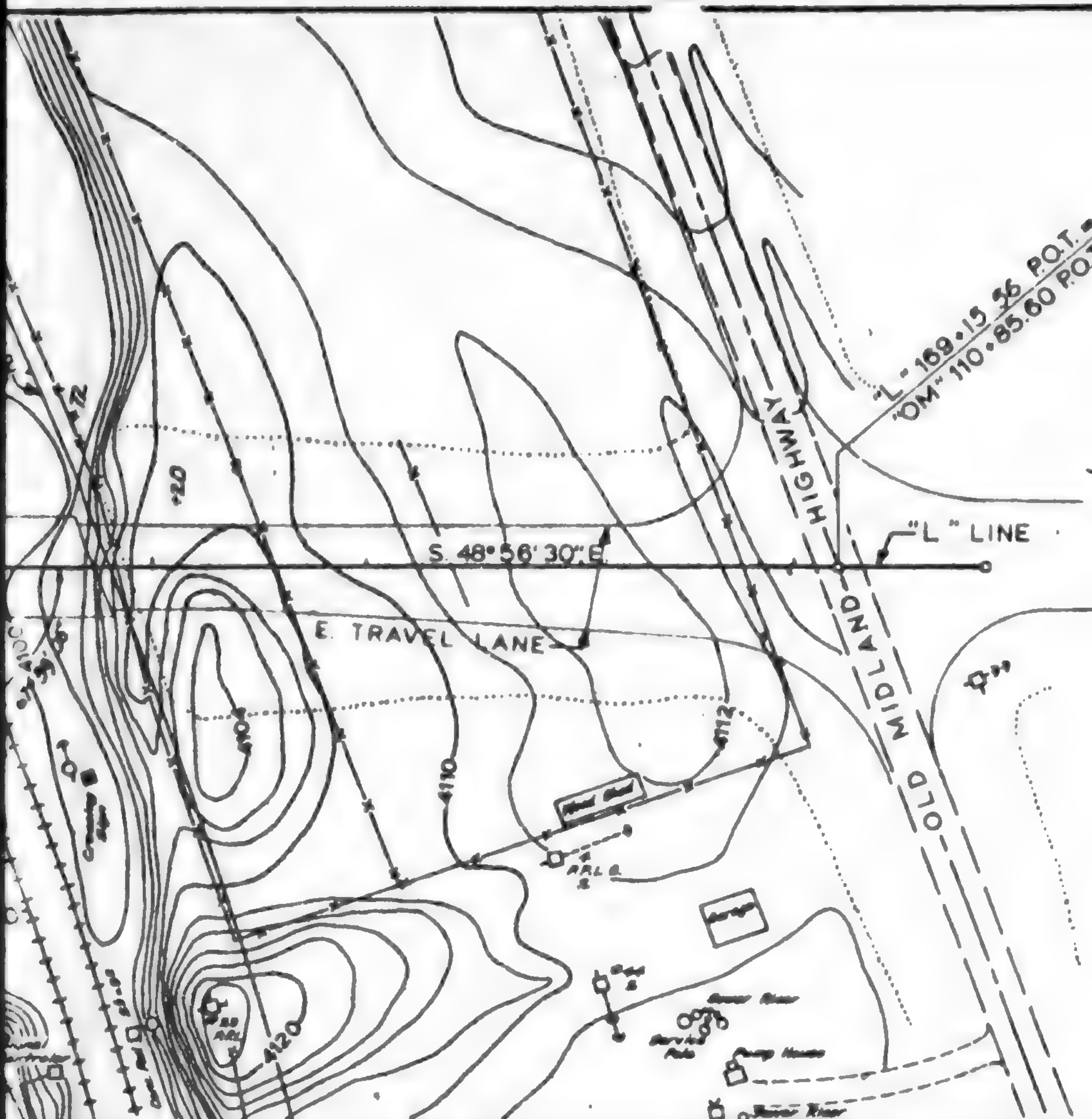
ACCOMPANIED BY DWGS.

DATE APRIL 1984
SHEET 1 OF 1
BRIDGE NO. 16334
DRAWING NO. 39099

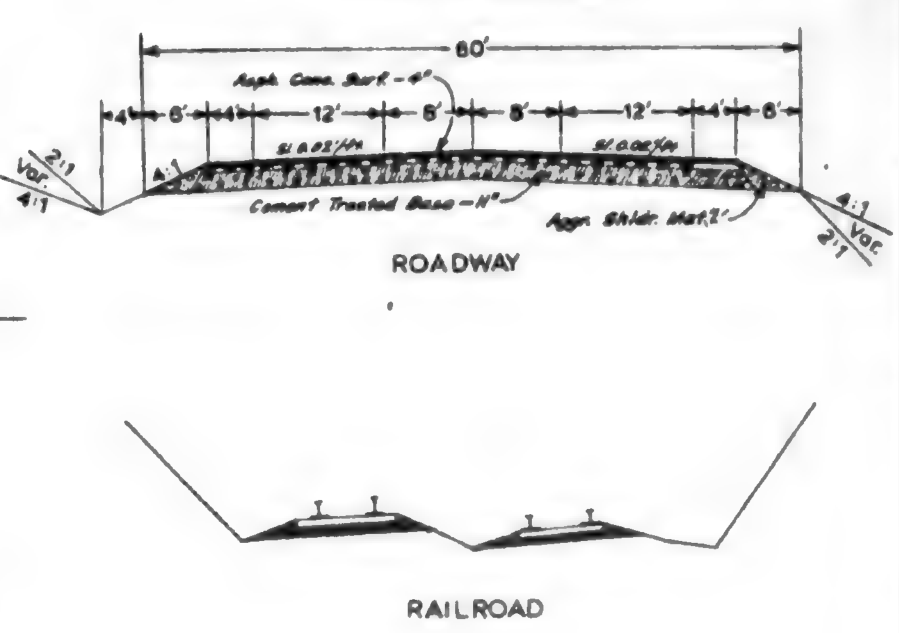

KLAMATH FALLS
Proposed Project
160
E. TRAVEL LANE
"L" LINE
E. TRA
℄ 163+61.32 P.T.
℄ 164+80.39± P.O.T. = S.P.R.R. 3261+69.11 P.O.C.
R/W
3262
4110
4120
4130
4100
Dirt Road
SCALE: 1" = 50'
U.S.C & G.S. 1956 Adj. Datum


4140
4130
4120
4110
4100
PROFILE GRADE
"L" ℄
15' Lt.
3256
3258
HIGHWAY PROFILE
SCALE: Horizontal 1" = 50'
Vertical 1" = 5'
℄ Profile
15' Rt. Profile
15' Lt. Profile
158
159
160
161
162
163
164
165

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

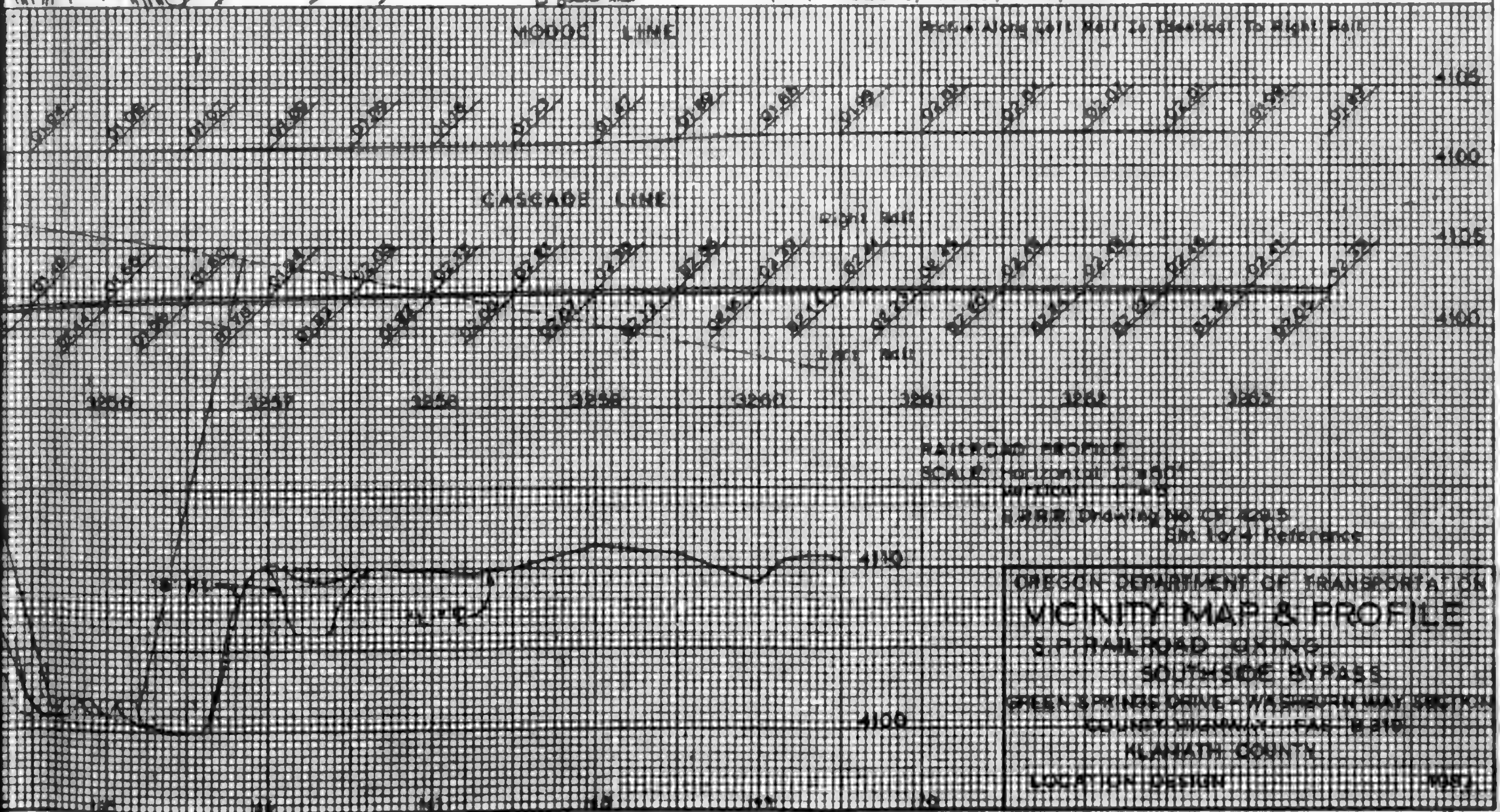

"L" 169+15.56 P.O.T. = "OM" 110+85.60 P.O.T.
HIGHWAY
OLD MIDLAND
"L" LINE
S. 48°56'30" E.
E. TRAVEL LANE
4110
4112
4120
4104
SEC. 9, T. 39 S., R. 9 E., W.M

TYPICAL SECTION


80'
4'
8'
4'
12'
8'
8'
12'
4'
8'
Asph. Conc. Surf. - 4"
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Cement Treated Base - 11"
Aggr. Shldr. Mat'l 2'
Var.
2:1
4:1
4:1
4:1
2:1
Var.

ROADWAY

RAILROAD



RAILROAD PROFILE
SCALE: Horizontal 1" = 50'
Vertical 1" = 5'
S.P.R.R. Drawing No. CE 40815
Sht. 1 of 4 Reference

OREGON DEPARTMENT OF TRANSPORTATION
VICINITY MAP & PROFILE
S.P. RAILROAD - XING
SOUTHSIDE BYPASS
GREEN SPRINGS DRIVE - WASHBURN WAY SECTION
COUNTY HIGHWAY - FAS 8-210
KLAMATH COUNTY
LOCATION DESIGN 1987

BR. No. 16334 DWG. No. 38649

Tra 7-4-1
Kla. Falls
Sp. 1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

April 30, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project RS-B319(1)
Washburn Way - Greensprings Highway
Klamath County

We have reviewed your letter of April 13 requesting an exception to the AASHTO standards for the Klamath River and Railroad bridge on the Greensprings Interchange of the Midland Highway in Klamath County. We feel with the traffic count (ADT 6000-8000) more detail is needed to effectively evaluate your request to reduce the bridge shoulder width to 6 feet.

Please furnish us a cost differential between 6 feet versus 8 feet and any additional items that support the safety of such a change.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (H Versteeg)
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO
[illegible]
FOR
Info ✓

10,171

STATE OF OREGON

INTEROFFICE MEMO

TO: Steve MacNab
Road Design

DATE: April 27, 1984

FROM: John R. Hagedorn JR Hagedorn
Region Federal Aid Specialist

SUBJECT: South Side Bypass
Klamath County

Attached is the letter from Klamath County requesting the State's administering of the listed projects.

Region desires that these two grading projects be combined with the State bridge project.

Please alert Ed Marges regarding the necessary agreement.

JRH:br

Enclosure

CC: Ed Marges
Dale Allen

Check w/ R/W on Acquisition of land from Washburn to Klamath River. Update PGS to Earliest letting date.
Wayne

CC Rotter ✓
Turpin
Hart

Ed
Revise Agreement on Southside Bypass

Shultz
~~[illegible]~~ County Funds needed for Grading Project & Bridge later. & Paving Project.

✓ Versteeg ✓
Anderson
Adams
H.L. ✓ Macnab M
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 30 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

PROGRAM SECTION
MANAGER
PROJECT UNIT ① ✓
MAY 1984
MAN. ASSIST.
PROGRAM UNIT ✓
REFER TO Marges & Shultz
FOR

81-125-1387

Contains Recycled Materials

4/6/84

KLAMATH COUNTY

Klamath County ~ Public Works Departmen

VETERANS MEMORIAL BUILDING — 334 MAIN STREET — 503-882-2501 — KLAMATH FALLS, OREGON 97601

April 5, 1984

Mr. John Hagedorn
Region Federal Aid Specialist
Department of Transportation
P. O. Box 5309
Bend, OR 97708

Dear John:

I received your letter of April 2, 1984 and the preliminary plans for the Southside Bypass (Midland Highway-Washburn Way Section) and our department would like to request that you extend this project to the Klamath River.

We would like to have the State prepare the plans and specifications for the Southside Bypass (Klamath River-Washburn Way Section) as one (1) contract. Klamath County would also request that the State let the contract and do all engineering, staking and inspecting of this proposed contract.

The County will enter into the necessary agreements to reimburse the State for their costs involved in administering this contract.

Your consideration of this request will be greatly appreciated.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
Director of Public Works

EEK:ml

[illegible] to
Next letting 1985
if [illegible]
& [illegible] [illegible]

[illegible] 7-4-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 13, 1984

In Reply Refer to
File No.: DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

NOTED
H. S. COULTER

Southside Bypass
Klamath County

This letter is to request an exception to the standards for shoulder widths.

This is a Federal-aid Secondary project for new construction. The length is 3 miles long and projected ADT is 6,000 to 8,000. The first grading contract is scheduled for May 1984.

The first 1.7 miles includes a 960-foot structure with a proposed 6-foot shoulder to reduce cost. We will maintain the same shoulder width on the structure as on the roadway.

On the last 1.3 miles, a left-turn channelization at Midland Highway will control the structure width over the railroad. On the remaining portion, we propose 12-foot shoulders on which only 8 feet will be paved. This is compatible with the existing adjacent section.

We solicit your concurrence that it is in the public interest to construct the above shoulder widths.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO 1969".

A sketch map is attached.

RECEIVED
STATE HWY ENGR
APR 17 '84
REFER TO
FOR
Info | Ines | R/D | O/R | Sign | Act | File

J. H. Versteeg
Road Design Engineer

by

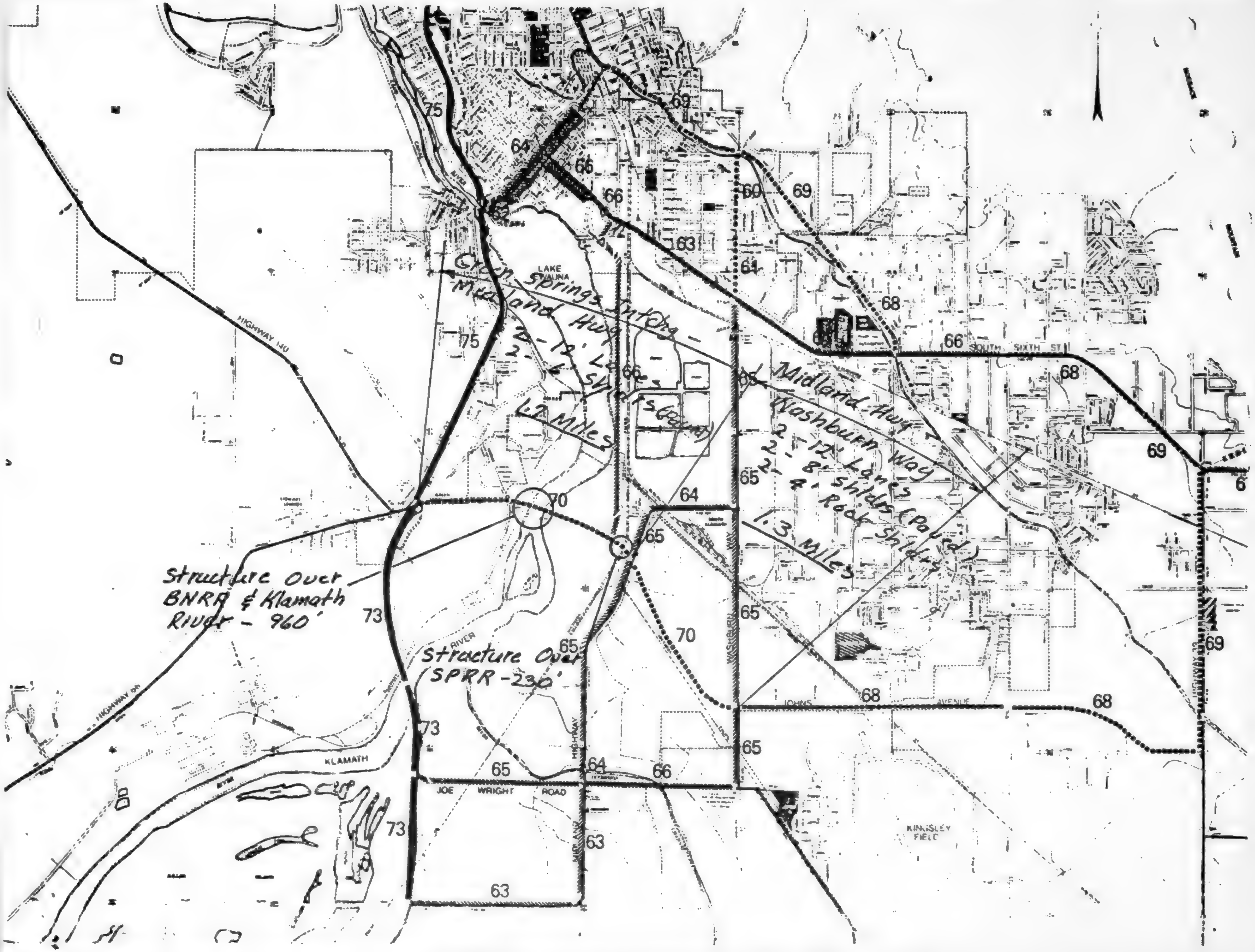
Donald R. Adams, P.E.
Final Design Engineer

Attachment

bc H. S. Coulter
E. S. Hunter
Dale Allen
Norm Henry

Form 734-3122

NH:ja


LAKE EWAUNA
HIGHWAY 140
HIGHWAY 66
KLAMATH
RIVER
JOE WRIGHT ROAD
JOHNS AVENUE
WASHBURN WAY
SOUTH SIXTH ST
HIGHWAY 39
KINGSLEY FIELD
75
64
66
69
63
68
65
70
73
6

Green Springs Intchg - Midland Hwy
2-12' Lanes
2-6' Shldrs (Gravel)
1.2 Miles

Midland Hwy - Washburn Way
2-12' Lanes
2-8' Shldrs (Paved)
2-4' Rock Shldrs
1.3 Miles

Structure Over BNRR & Klamath River - 960'

Structure Over SPRR - 230'

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 2 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

April 30, 1984

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
SPTC Overcrossing
Southside Bypass
Klamath County

Dear Dave:

Enclosed is an original and eight copies of an application to construct a structure over the Southern Pacific Transportation Company tracks for the proposed Southside Bypass.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/nv
Enclosures
cc: H. S. Coulter - w/att.
E. S. Hunter - w/att.
Walter J. Hart - w/att.
James Gix - w/att.
C. O. Fredrickson - w/att.
Wayne Cobine - w/att.
Jack Sollis - w/att.

NOTED
H.S. COULTER

Form 734-3122

PUC Docket No. SXF

PUC Crossing No.

DOT-AAR Crossing No.

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of the State of Oregon, by and through its
(name of applicant)
Department of Transportation, Highway Division,
for the authority, pursuant to ORS 763.020, to
(020/030/040)
construct a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)
of Southside Bypass (FAS B-319)
(name of street or highway)
and Southern Pacific Transportation Company
(name of railroad company)
Cascade and Modoc Mainlines
(name of railroad main or branch line or other trackage)
near Klamath, Klamath County,
(in/near) (name of city/town/rail station) (name of county)
Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $

☒ Federal-Aid Highway System funds.*
1983 Surface Transportation Act

☐ Other Federal Funds.*

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

   Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763.020 (020/030/040)

   Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

   a. Railroad milepost 427.0

   b. City Klamath Falls

   c. Nearest railroad station Klamath Falls

   d. County Klamath

   e. The proposed project is to be in the SE 1/4 of the SW 1/4 of Section 9, Township 395, Range R 9 E, W. M.

4. a. Name of public highway involved in this project:

   Southside Bypass

   b. Name of public authority with jurisdiction over this highway:

   Klamath County

5. Name of railroad involved in this project: Southern Pacific Transportation Co.

   (include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

   a. Southern Pacific Transportation Company

   b. Klamath County, 334 Main Street, Klamath Falls, OR 97601

   c.

   d.

   e.

   f. Oregon Department of Transportation, Highway Division

   Have you served each of these parties with a copy of this application? No (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

BEFOR[illegible]E PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _X_ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)____________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
This project will be a new alignment from Greensprings Junction to Washburn Way, crossing BNRR, the Klamath River, Southern Pacific Mainline and Midland Highway

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? This project will allow through traffic to bypass Klamath Falls and will provide increased traffic capacity and improve safety.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (if a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ________ (N or E) to ________ (S or W)) of:

At present--			After completion--		
Shoulder** of	______	feet	Shoulder of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Median of	______	feet	Median of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Shoulder of	______	feet	Shoulder of	______	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	________	________
Type of surface of traveled way:		
on approaches	________	________
at crossing	________	________
Type of surface on shoulders;	________	________
Condition of surface:		
on approaches	________	________
at crossing	________	________
Is highway curbed on the approaches?	________	________
Is there one or more sidewalks at this crossing?	________	________

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

____

____

(4) Gradient, going toward crossing on--	At present:	After completion:
________ (N or E) approach	± ______%	± ______%
________ (S or W) approach	± ______%	± ______%

(5) Nearest public roadway intersection on each approach--

(a) ________ (N or E) approach: ______ft; ADT ________

(b) ________ (S or W) approach: ______ft; ADT ________

Name of road or highway:

(a) ____

(b) ____

Public authority with jurisdiction over road or highway:

(a) ____

(b) ____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) ________ (yes/no); (b) ________ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	2	

Name of each track from E (N or E) to W (S or W):

Modoc Mainline

Cascade Mainline

(2) Angle of intersection--	°	°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

	At present:	After completion:
(4) Nearest switch--		
____ (N or E) of crossing:	____ ft.	____ ft.
____ (S or W) of crossing:	____ ft.	____ ft.

12. Use of the crossing:
a. The Highway

(1) Average daily traffic volume--

At present: 0; After completion 570(est);

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ____ (N or E) approach:	____ mph	____ mph
on ____ (S or W) approach:	____ mph	____ mph
At crossing:	____ mph	____ mph
Posted speed limit on approaches:	____ mph	____ mph
(3) Direction of traffic flow:	____ (N & S, etc.)	____

b. The Railroad

	At present:	Expected after completion:
(1) Train movements-- (avg. per day)		
Freight trains:	____	____
Switching movements:	____	____
Passenger trains:	____	____
(2) Speed of trains--		
Maximum allowable:	____ mph	____ mph
Typical:	____ mph	____ mph
Slowest Normal:	____ mph	____ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
____ (N or E) approach:	____ ft. to right; ____ ft. to left
____ (S or W) approach:	____ ft. to right; ____ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? NA (yes/no)

If no, please give reasons why attenuators are not necessary:
NA

22. Who will construct the structure?
Oregon Department of Transportation, Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation, Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Klamath County

b. All highway appurtenances: Klamath County

c. Above the bottom of the beams plus the beam-bearing assemblies:
Klamath County

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Company

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Klamath County

b. All highway appurtenances: Klamath County

c. Above the bottom of the beams plus the beam-bearing assemblies:
Klamath County

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Company

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
Klamath County

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? No (yes/no)

If so, describe (and attach complete drawing): ____________________

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

____

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: This new structure is on new alignment and does not replace any nearby grade crossings.

42. Other items of construction and cost distribution:

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) ODOT Bridge Sec Dwgs 38649, 39320

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4,5,8,9,10,11,12,15,16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 30th day of April, 1984.

(Applicant)

(Attorney)

I, Rosene R Trygstad, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

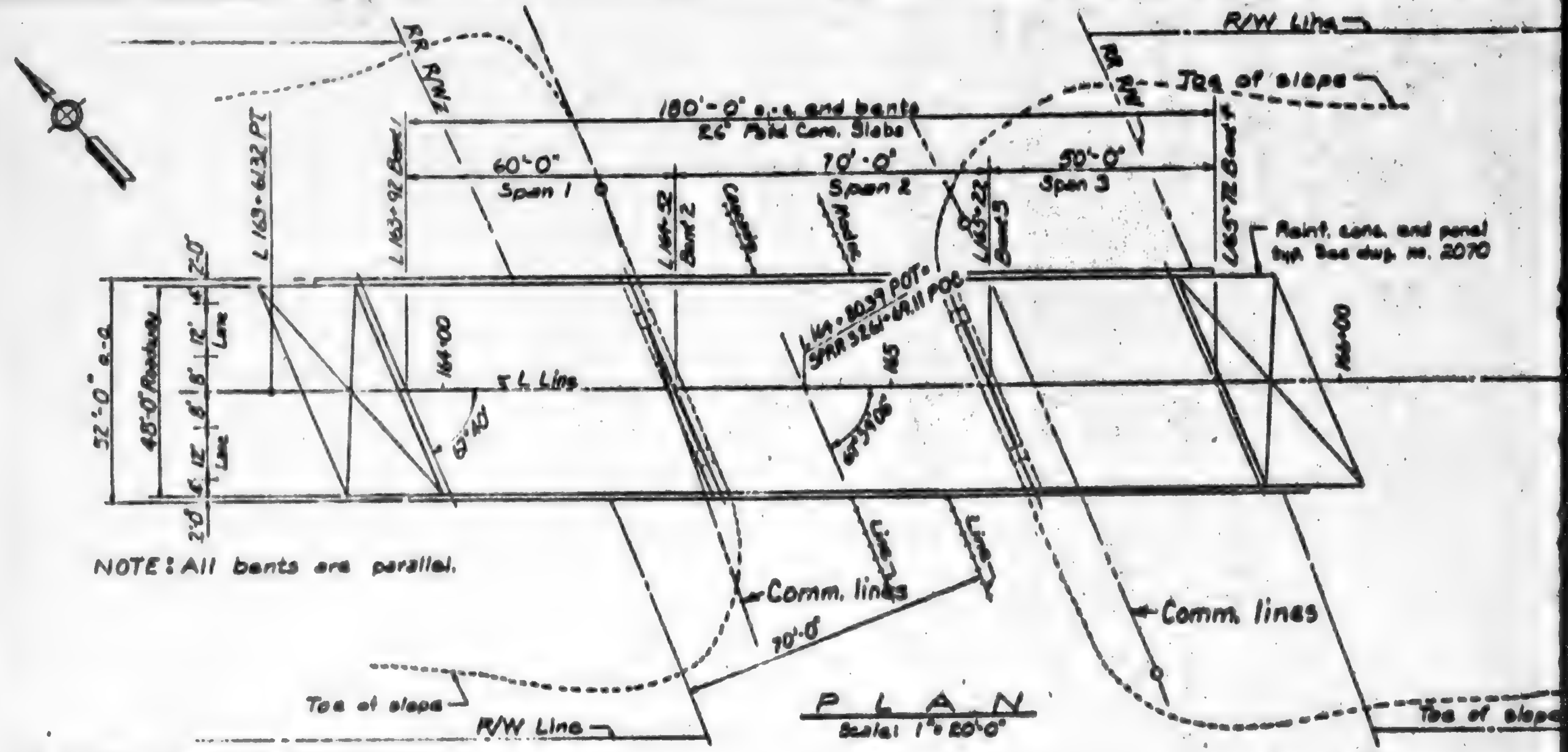
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 30 day of April, 1984.

James L. Soles
(Notary Public for Oregon)

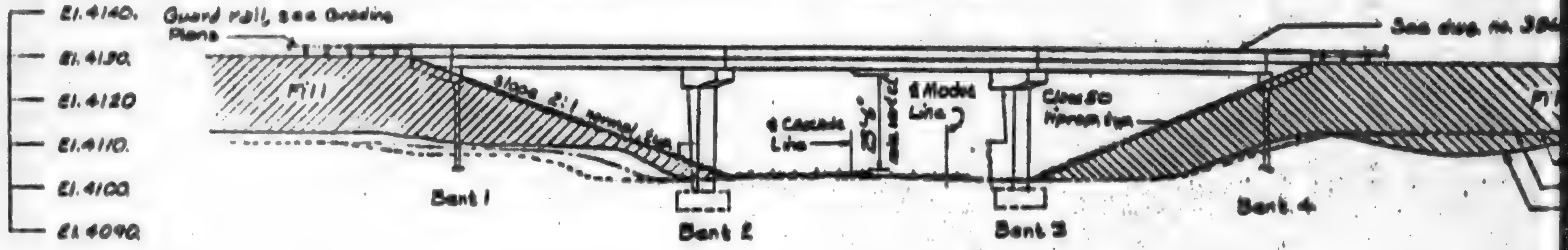
My Commission Expires: 12-15-84

PUC Form 202 (30) 1-80
Signature Page


R/W Line
RR R/W
Toe of slope
180'-0" c.-c. end bents
26" Pstd Conc. Slabs
60'-0"
Span 1
70'-0"
Span 2
50'-0"
Span 3
L 163+61.32 PT
L 163+92 Bent 1
L 164+52 Bent 2
L 165+22 Bent 3
L 165+72 Bent 4
Reinf. conc. end panel typ. See dwg. no. 2070
L 164+80.39 POT = SPRR 326+69.11 POC
164+00
165
166+00
L Line
32'-0" o-o
48'-0" Roadway
2'-0"
12'
8'
8'
12'
2'-0"
63°40'
63°39'06"
NOTE: All bents are parallel.
Comm. lines
Comm. lines
70'-0"
Toe of slope
R/W Line
Toe of slope

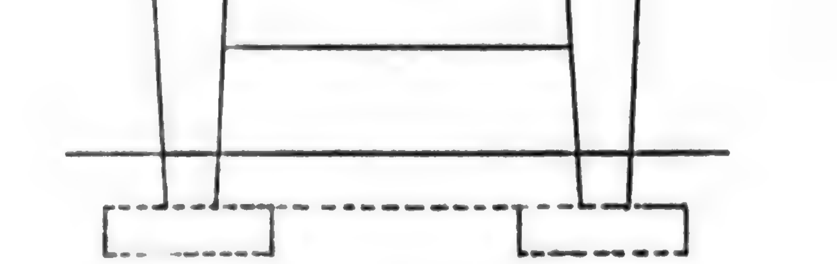
P L A N

Scale: 1" = 20'-0"

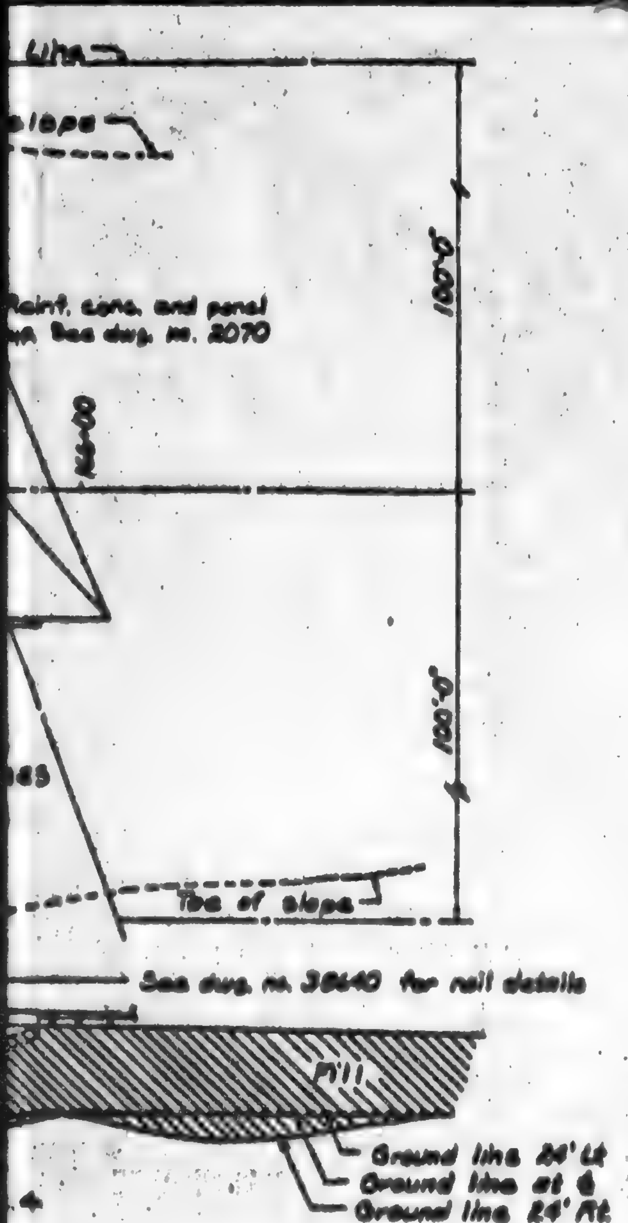

El. 4140.
El. 4130.
El. 4120
El. 4110.
El. 4100.
El. 4090.
Guard rail, see Grading Plans
See dwg. no. 38
Fill
Slope 2:1 normal typ.
Cascade Line
Model Line
Class 50 riprap typ.
Fill
Bent 1
Bent 2
Bent 3
Bent 4

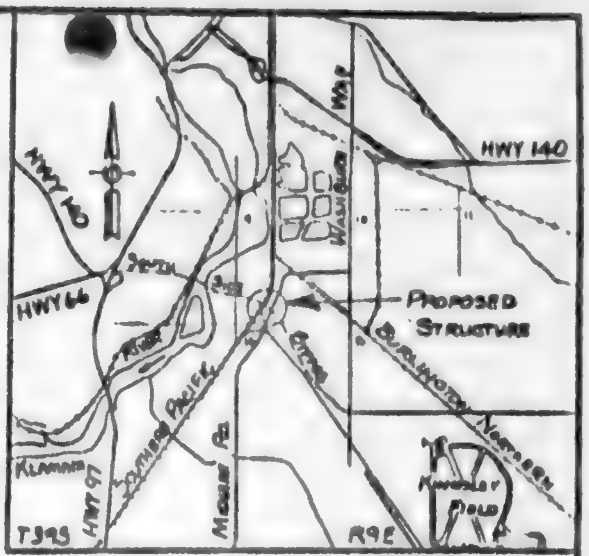
E L E V A T I O N

Scale: 1" = 20'-0"


52'-0" o-o structure
48'-0" Roadway
2'-0"
2'-0"
L - Line

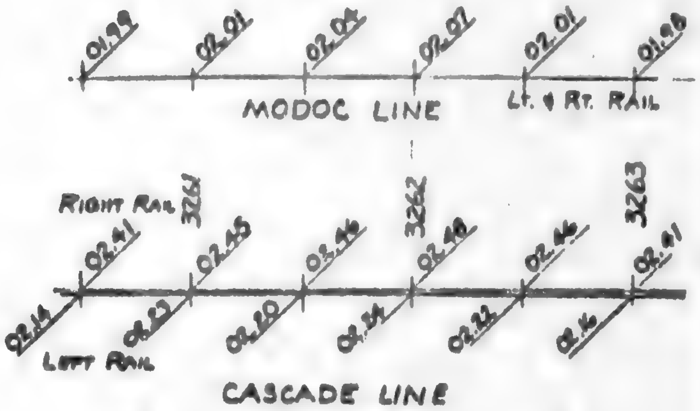
TYPICAL SECTION


Line
slope
Reinf. conc. and panel
See dwg. no. 2070
100'-0"
100'-0"
155+00
Toe of slope
See dwg. no. 38640 for rail details
Fill
Ground line 24' Lt
Ground line at ℄
Ground line 24' Rt.

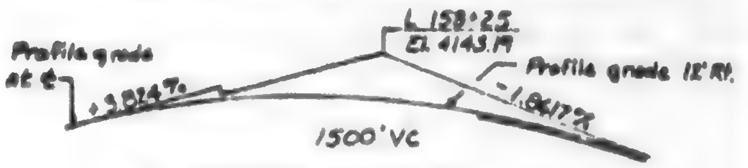

HWY 140
HWY 140
HWY 66
Washburn Way
Proposed Structure
River
Southern Pacific
Burlington Northern
Kingsley Field
Klamath
HWY 97
Midland Rd
T39S
R9E

VICINITY MAP

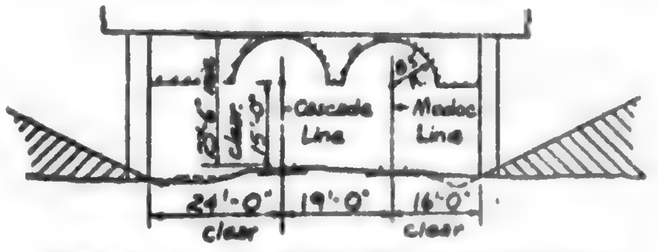
Structure is in
SE ¼ of SW ¼
of Section 9
T39S, R9E, WM


01.99
02.01
02.04
02.07
02.01
01.98
MODOC LINE
Lt. & Rt. Rail
Right Rail
3261
3262
3263
02.41
02.45
02.46
02.48
02.46
02.41
02.14
02.23
02.20
02.24
02.22
02.16
Left Rail
CASCADE LINE

SPRR GRADE LINE DIAGRAM


L 158+25
El. 4143.19
Profile grade at ℄
+3.0247%
Profile grade 12' Rt.
-1.8617%
1500' VC

L GRADE LINE DIAGRAM


23'-6" min.
clear 15'-0"
Cascade Line
Modoc Line
24'-0"
19'-0"
16'-0"
clear
clear

SPRR CLEARANCE DIAGRAM

APPROVED: P.E.
BRIDGE ENGINEER P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED
DRAWN Gerald Bellin
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1836

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

SPRR OXING

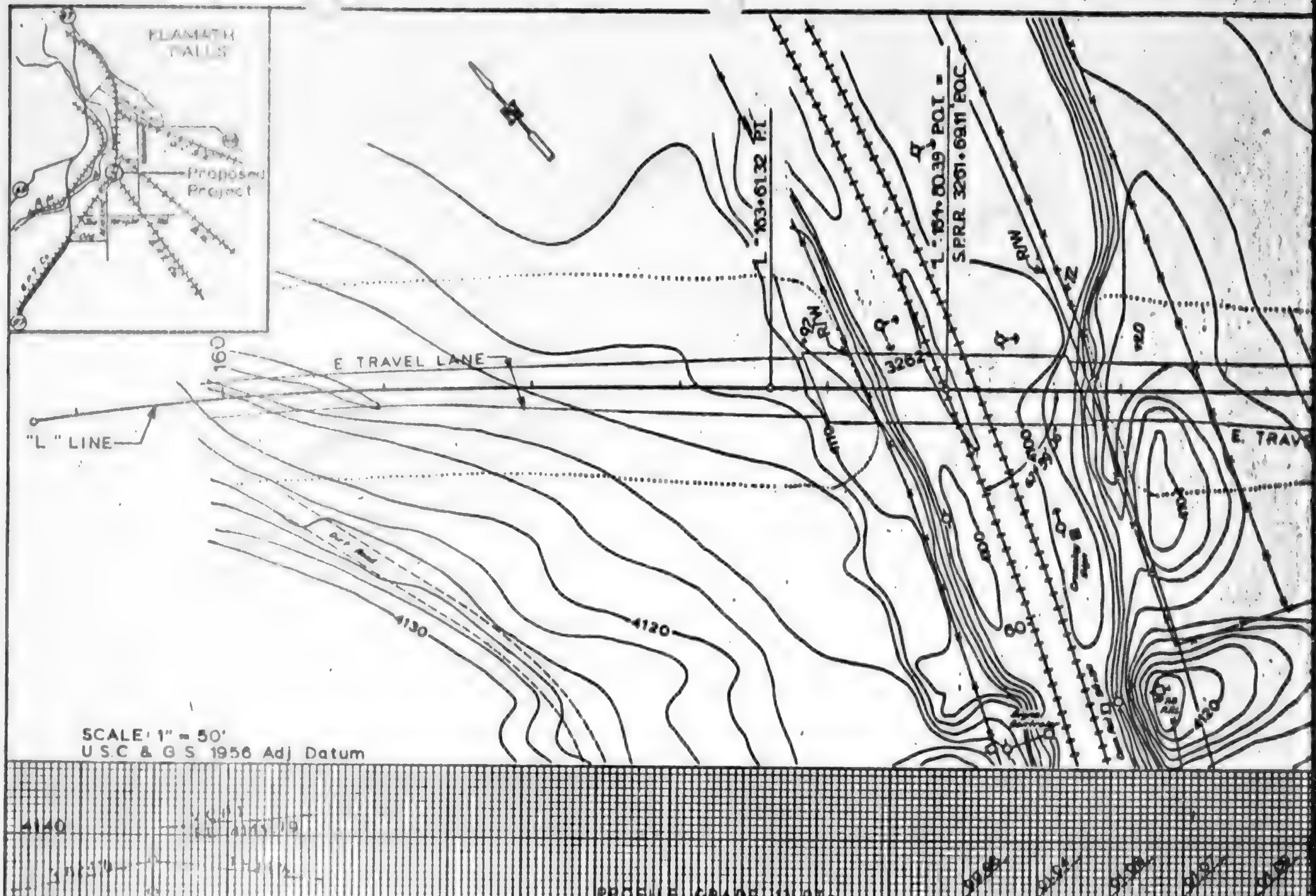
THE DALLES/CALIF. HWY - WASHBURN WAY SEC.

FAS B319 KLAMATH COUNTY

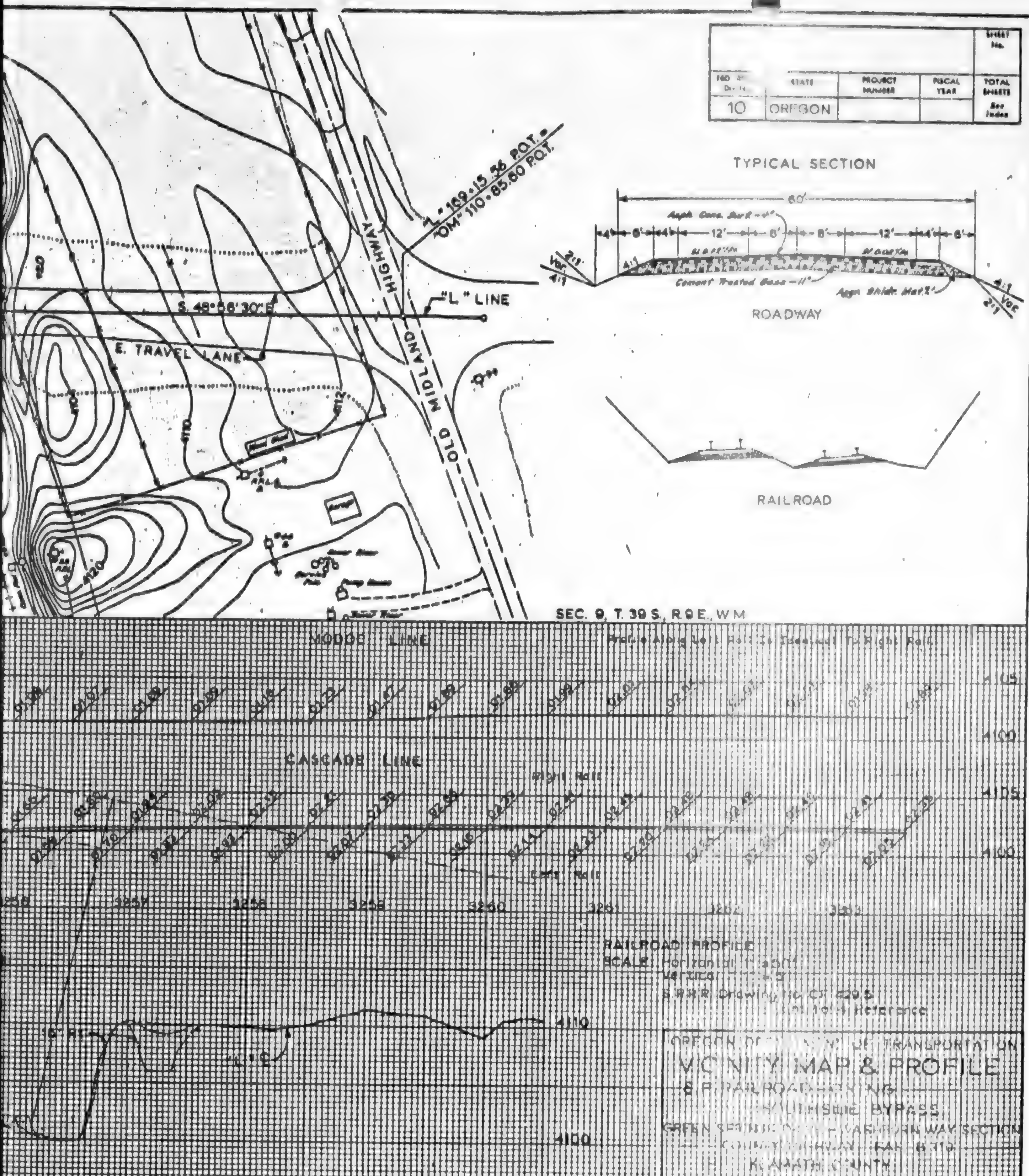
PUC PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE APRIL 1984
SHEET 1 OF 1
BRIDGE NO. 16334
DRAWING NO. 39320


KLAMATH FALLS
Proposed Project
160
E. TRAVEL LANE
"L" LINE
L 163+61.32 P.T.
L 164+80.39 P.O.T. = S.P.R.R. 3261+69.11 P.O.C.
R/W
3262
4130
4120
4110
4100
E. TRAVE
SCALE: 1" = 50'
U.S.C & G.S 1956 Adj Datum
4140
4130
4120
4110
4100
PROFILE GRADE
3255
3258
HIGHWAY PROFILE
SCALE: Horizontal 1" = 50'
Vertical 1" = 5'
℄ Profile
15' Rt. Profile
15' Lt. Profile
159
160
161
162
163
164
165
166

FED. RD. DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
10	OREGON			See Index


TYPICAL SECTION
60'
4' 8' 4' 12' 8' 8' 12' 4' 8'
Asph. Conc. Surf.
Cement Treated Base
Aggr. Shldr. Mat'l.
4:1
2:1
VAR.
ROADWAY
RAILROAD
HIGHWAY
OLD MIDLAND
"L" LINE
S. 48°56'30" E.
E. TRAVEL LANE
"L" 169+15.56 P.O.T. = "OM" 110+85.60 P.O.T.
4120
4110
SEC. 9, T. 39 S., R. 9 E., W.M.
MODOC LINE
CASCADE LINE
Right Rail
Left Rail
4105
4100
4110
4100
3256
3257
3258
3259
3260
3261
3262
3263

RAILROAD PROFILE
SCALE: Horizontal [illegible]
Vertical [illegible]
S.P.R.R. Drawing No. [illegible]
[illegible] Reference

OREGON DEPARTMENT OF TRANSPORTATION
VICINITY MAP & PROFILE
S. P. RAILROAD [illegible]
SOUTHSIDE BYPASS
GREEN SPRINGS [illegible] WASHBURN WAY SECTION
[illegible] HIGHWAY FAU [illegible]
KLAMATH COUNTY
LOCATION DESIGN

BR. No. 16334 DWG. No. 38649

Klamath Co.

STATE OF OREGON

INTEROFFICE MEMO

TO: Steve MacNab
Road Design

DATE: April 27, 1984

FROM: John R. Hagedorn JRHagedorn
Region Federal Aid Specialist

SUBJECT: South Side Bypass
Klamath County

Attached is the letter from Klamath County requesting the State's administering of the listed projects.

Region desires that these two grading projects be combined with the State bridge project.

Please alert Ed Marges regarding the necessary agreement.

JRH:br

Enclosure

CC: Ed Marges
Dale Allen

sent 5/1/84 b

cc Rutter
Turpin
Hart

RECEIVED
APR 30 1984
ROAD DESIGN SECTION

✓ Versteeg ✓
Anderson
Adams
✓ Macnab M
Edwards
Terpin
Trout
Wakeilg

Do Not File ☐
Return to
Bring Up / /
Action

4/6/84

KLAMATH COUNTY
Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 334 MAIN STREET — 503-882-2501 — KLAMATH FALLS, OREGON 97601

April 5, 1984

Mr. John Hagedorn
Region Federal Aid Specialist
Department of Transportation
P. O. Box 5309
Bend, OR 97708

Dear John:

I received your letter of April 2, 1984 and the preliminary plans for the Southside Bypass (Midland Highway-Washburn Way Section) and our department would like to request that you extend this project to the Klamath River.

We would like to have the State prepare the plans and specifications for the Southside Bypass (Klamath River-Washburn Way Section) as one (1) contract. Klamath County would also request that the State let the contract and do all engineering, staking and inspecting of this proposed contract.

The County will enter into the necessary agreements to reimburse the State for their costs involved in administering this contract.

Your consideration of this request will be greatly appreciated.

Very truly yours,

Earl E Kessler
Earl E. Kessler
Director of Public Works

EEK:ml

[illegible] to Hart [illegible] [illegible] & [illegible]

April 13, 1984

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

DES 16

Southside Bypass
Klamath County

This letter is to request an exception to the standards for shoulder widths.

This is a Federal-aid Secondary project for new construction. The length is 3 miles long and projected ADT is 6,000 to 8,000. The first grading contract is scheduled for May 1984.

The first 1.7 miles includes a 960-foot structure with a proposed 6-foot shoulder to reduce cost. We will maintain the same shoulder width on the structure as on the roadway.

On the last 1.3 miles, a left-turn channelization at Midland Highway will control the structure width over the railroad. On the remaining portion, we propose 12-foot shoulders on which only 8 feet will be paved. This is compatible with the existing adjacent section.

We solicit your concurrence that it is in the public interest to construct the above shoulder widths.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Design Standards for Highways Other Than Freeways, AASHTO 1969".

A sketch map is attached.

J. H. Versteeg
Road Design Engineer

by

Donald R. Adams, P.E.
Final Design Engineer

Attachment

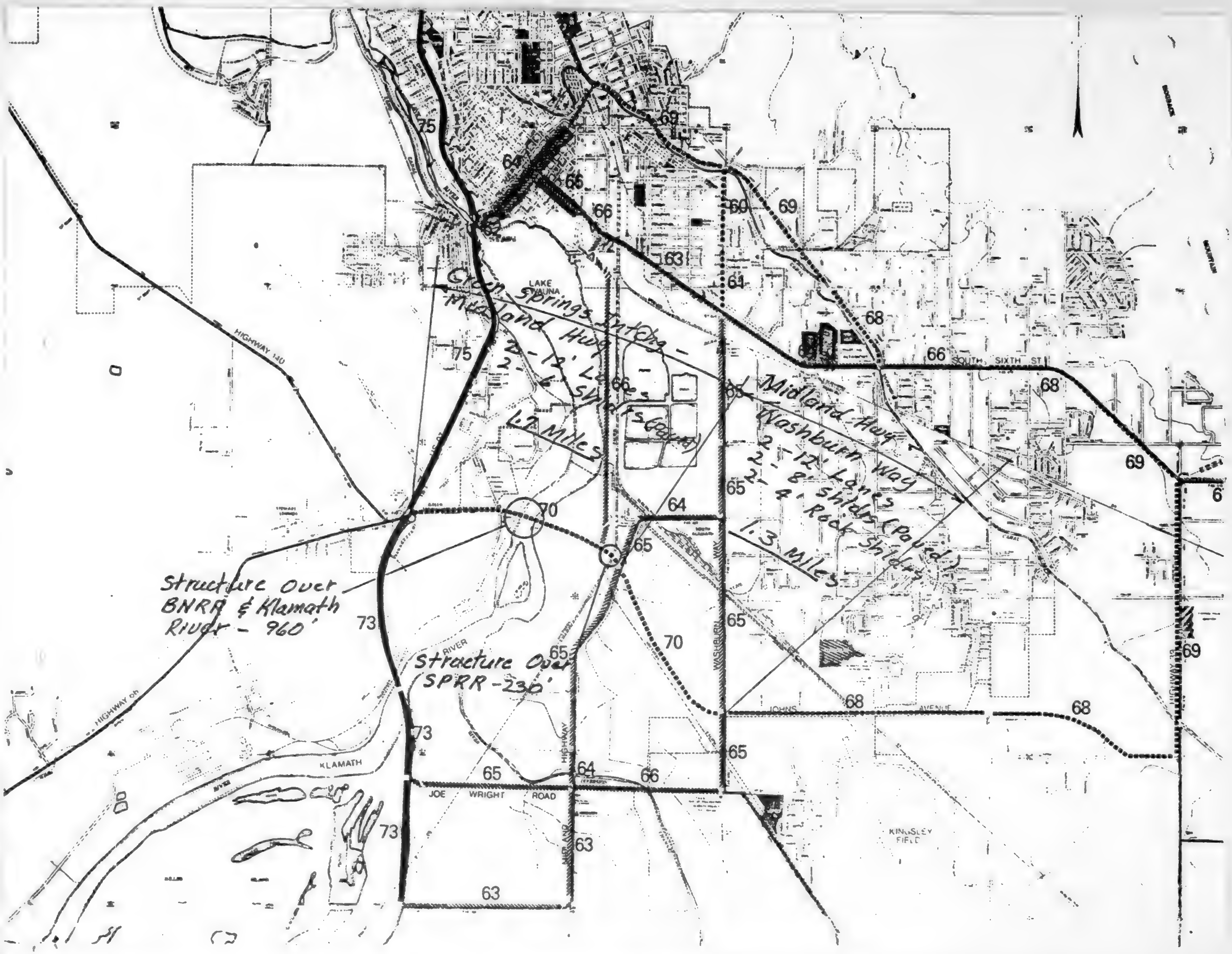
✓ Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 17 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

bc H. S. Coulter
E. S. Hunter
sent DN Dale Allen
Norm Henry

NH:ja


Green Springs Intchg –
Midland Hwy
2-12' Lanes
2-6' Shldrs (Gravel)
1.7 Miles
Midland Hwy –
Washburn Way
2-12' Lanes
2-8' Shldrs (Paved)
2-4' Rock Shldrs
1.3 Miles
Structure Over
BNRR & Klamath
River – 960'
Structure Over
SPRR – 230'
LAKE EWAUNA
SOUTH SIXTH ST
JOHNS AVENUE
WASHBURN WAY
JOE WRIGHT ROAD
KLAMATH RIVER
KINGSLEY FIELD
HIGHWAY 140
HIGHWAY 39
HIGHWAY
75
64
66
69
60
63
61
68
66
68
69
75
66
65
64
70
65
65
70
73
65
68
68
73
65
64
66
65
73
63
63
69

Tra 7-4-1
K. Falls
L.P.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. RS-111

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/84
8. FEDERAL ROUTE NUMBER Secondary B319
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Washburn Way - Green Springs Junction Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/26/84 I approve the revised Preliminary Engineering costs to a TEC of $458,500 Federal Funds $393,393.

(Increase TEC $108,500 Federal Funds $93,093)

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO
FOR

Info		R/D	D/R	Sign	Act	File

4/11

14. DATE 4/3/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,171

Date: March 26, 1984 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. RS-111
Project No. RS-319(1)
Southside Bypass
Klamath County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated March 20, 1984.

Approval of this request will involve an increase of $108,500.00 in total cost and obligation of $93,093.00 in Federal Funds with revised financing as follows:

	TEC	FF	%
Present	$458,500.00	$393,393.00	85.8
Previous	350,000.00	300,300.00	
Difference	$108,500.00	$ 93,093.00	

RHZ:blz
Attachment

cc: F.E. Terpin
Shirley Williams

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO 6

TO: Wayne F. Cobine
Project Unit Engineer

DATE: March 20, 1984

FROM: Frank E. Terpin FET
Location Engineer

SUBJECT: Southside Bypass
FAS B319
Klamath County
518-1920 & 518-1986
RS-B319(1)

The preliminary engineering costs to develop the subject project will exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

Funds are necessary for design of the Klamath River and SPRR Structures.

The preliminary engineering costs are $458,500.

Attached is an itemization by P.E. function.

FET:RTN:ge

Attachment

cc w/att J. Hagedorn
" Norm Davis

PROGRAM SECTION C
PROJEC. UNIT
[illegible] 1984
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO FA
FOR Mod. Agree.

RS-B319(1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
901	Project Manager	$ 69	310	$ 74	310
902	Citizens Involvement				
903	Local Government				
904	Consultant's Fees	61	670	61	670
905	Final Design	15	000	30	000
906	Bridge Design	1	100	52	100
907	Preliminary Design	4	000	6	000
909	R/W Descriptions	10	000	10	000
910	Region Geology	23	000	25	000
911	Traffic Section	10	000	10	000
912	Landscape Department	2	000	3	000
913	R/W - Liaison	1	000	1	000
914	Region Utility Liaison	2	000	2	000
915	Audit Services	2	000	2	000
916	Photogrammetry	3	500	4	000
918	Location	37	000	39	000
920	Program Management		500	1	000
921	Specifications	6	000	9	000
922	Adm Services (Engineering)		100		200
923	Environmental Section	45	000	48	000
924	DOT Planning				
925	Air Monitor				
926	Structural Foundations	38	000	50	000
927	Bridge Design for Counties		300		300
932	R/W Utility Engineer	1	000	1	200
933	Surfacing Engineer	3	000	3	000
934	Chief Geologist			1	000
935	Soils Engineer	1	500	2	500
936	Region Traffic		800	1	000
937	Hydraulics	1	500	4	500
938	Region Environmental	1	000	2	000
949	Urban Studies Unit				
950	Training Courses		500	5	500
955	Employe Relocation Assist.				
960	Personal Leave				
961	Administrative Leave				
980	Public Hearing Charges	3	000	3	000
985	EEO Monitoring Expense				
917	Inventory Needs	4	500	4	500
939	Archaeological Investigation	1	300	1	300
		$ 350	000	$ 458	500

SECTION: Southside Bypass & Structures

HIGHWAY: FAS B319

COUNTY: Klamath

PREFIX: 518-1920 & 518-1986

KS-B319(1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
901	Project Manager	$		$ 69	370
902	Citizens Involvement				
903	Local Government				
904	Consultant's Fees			61	670
905	Final Design			15	000
906	Bridge Design			1	100
907	Preliminary Design			4	000
909	R/W Descriptions			10	000
910	Region Geology			23	000
911	Traffic Section			10	000
912	Landscape Department			2	000
913	R/W - Liaison			1	000
914	Region Utility Liaison			2	000
915	Audit Services			2	000
916	Photogrammetry			3	500
918	Location			37	000
920	Program Management				500
921	Specifications			6	000
922	Adm Services (Engineering)				100
923	Environmental Section			45	000
924	DOT Planning				
925	Air Monitor				
926	Structural Foundations			38	000
927	Bridge Design for Counties				300
932	R/W Utility Engineer			1	000
933	Surfacing Engineer			3	000
934	Chief Geologist				
935	Soils Engineer			1	500
936	Region Traffic				800
937	Hydraulics			1	500
938	Region Environmental			1	000
949	Urban Studies Unit				
950	Training Courses				500
955	Employe Relocation Assist.				
960	Personal Leave				
961	Administrative Leave				
980	Public Hearing Charges			3	000
985	EEO Monitoring Expense				
917	Inventory Needs			4	500
939	Archaeological Investigation			1	300
		$		$ 350	000

SECTION: Southside Bypass

HIGHWAY: FAS B319

COUNTY: Klamath

PREFIX: 518-1920

RS - B319(1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
901	Project Manager	$		$ 5	000
902	Citizens Involvement				
903	Local Government				
904	Consultant's Fees				
905	Final Design			15	000
906	Bridge Design			51	000
907	Preliminary Design			2	000
909	R/W Descriptions				
910	Region Geology			2	000
911	Traffic Section				
912	Landscape Department			1	000
913	R/W - Liaison				
914	Region Utility Liaison				
915	Audit Services				
916	Photogrammetry				500
918	Location			2	000
920	Program Management				500
921	Specifications			3	000
922	Adm Services (Engineering)				100
923	Environmental Section			3	000
924	DOT Planning				
925	Air Monitor				
926	Structural Foundations			12	000
927	Bridge Design for Counties				
932	R/W Utility Engineer				200
933	Surfacing Engineer				
934	Chief Geologist			1	000
935	Soils Engineer			1	000
936	Region Traffic				200
937	Hydraulics			3	000
938	Region Environmental			1	000
949	Urban Studies Unit				
950	Training Courses			5	000
955	Employe Relocation Assist.				
960	Personal Leave				
961	Administrative Leave				
980	Public Hearing Charges				
985	EEO Monitoring Expense				
		$		$ 108	500

SECTION: KLAMATH RIVER & SPRR STRUCTURES

HIGHWAY: FAS B319

COUNTY: KLAMATH

PREFIX: 518-1986

STATE OF OREGON

INTEROFFICE MEMO

TO: D. D. Allen
Region IV Engineer

DATE: March 2, 1984 DES 23
16333

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Southside Bypass--Klamath Falls

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
✓ Wakerlig

RECEIVED
MAR 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Your letter of February 17, 1984 indicated some concern with the completion of the plans for the structures on the Southside Bypass Project. I am attaching a copy of a bar chart with a schedule of the bridge design activities for this project. I see no problem in completing the plans for the structures by January 1985. The schedule appears to be in keeping with your anticipated contracting schedule.

WJH:jrb

cc: E. S. Hunter
Gary Potter
H. J. Versteeg
Harold Brainerd

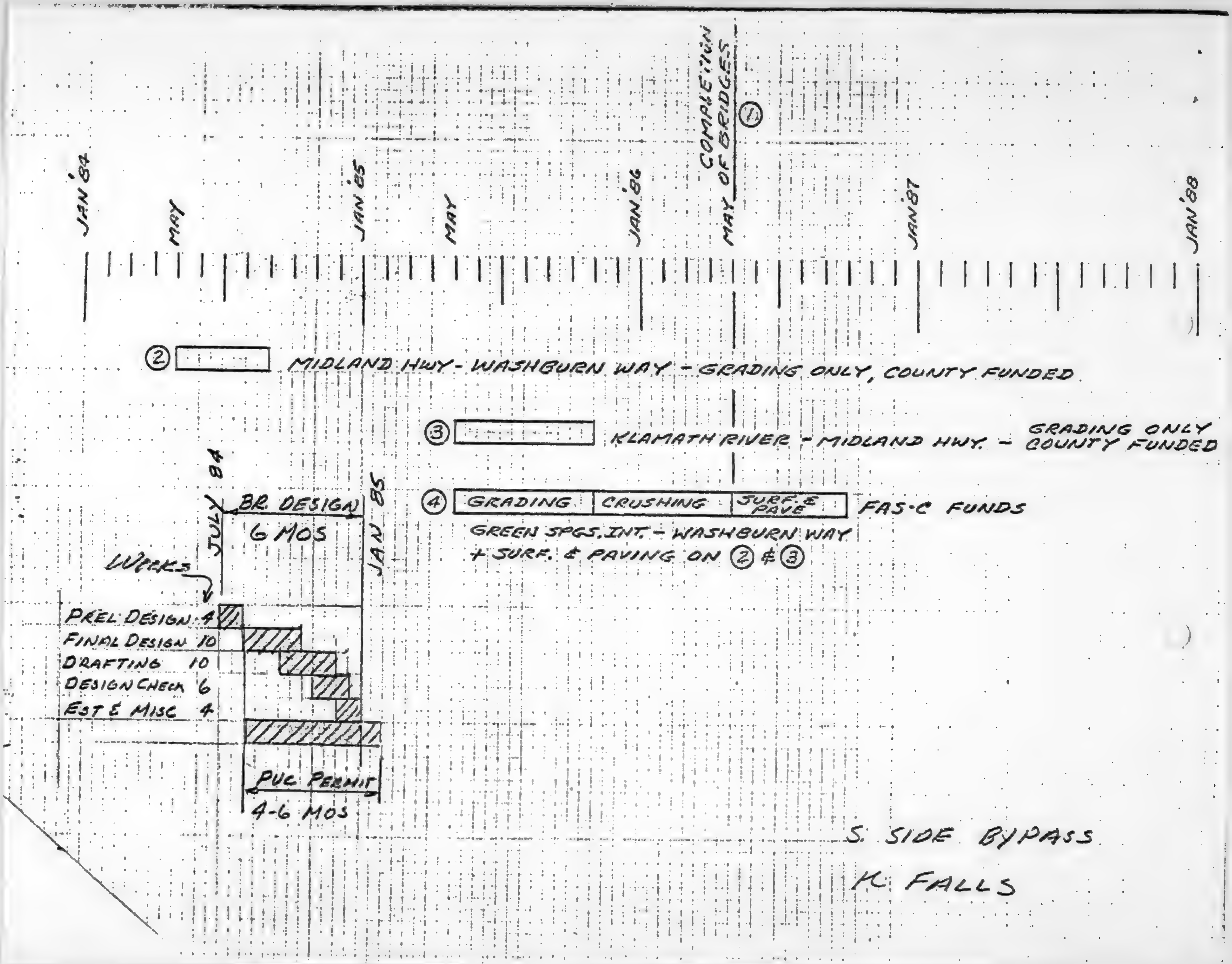
Dale -
the bar chart is already shot out of the saddle because of no R/W descriptions for n.2.

H. BRAINARD

Harold -
Since this note where do you stand - Could you show on bar chart your best est. to clear R/W?

cc Wakerlig w/attachments

Dale


JAN '84
MAY
JAN '85
MAY
JAN '86
COMPLETION
MAY OF BRIDGES
①
JAN '87
JAN '88
② MIDLAND HWY - WASHBURN WAY - GRADING ONLY, COUNTY FUNDED
③ KLAMATH RIVER - MIDLAND HWY. - GRADING ONLY COUNTY FUNDED
④ GRADING
CRUSHING
SURF. & PAVE
FAS-C FUNDS
GREEN SPGS. INT. - WASHBURN WAY
+ SURF. & PAVING ON ② & ③
JULY 84
BR. DESIGN
6 MOS
JAN 85
WEEKS
PREL. DESIGN 4
FINAL DESIGN 10
DRAFTING 10
DESIGN CHECK 6
EST & MISC 4
PUC PERMIT
4-6 MOS
S. SIDE BYPASS
K. FALLS

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: February 24, 1984

Dale D Allen

FROM: Dale D. Allen
Region Engineer

NOTED
H. S. COULTER

SUBJECT: Typical Section
Southside ByPass
Klamath County

On February 23, 1984, Hal Versteeg, Don Adams and Jerry Backstrand and myself discussed the typical section for the remaining construction, specifically the width of the Klamath River structure.

As a matter of background it was noted that the Transportation Commission (Scott Coulter) and Region entered into the SouthSide ByPass project and exchange of highways based upon the Highway Division's participation limited to approximately $3 million. (1980 dollars) This dollar figure came from the estimate of cost to build a 32-foot structure across the river and "about" a 40-foot width across the railroad.

Considering the above, plus the fact that a substantial section of the bypass has already been built to a wider section and also FHWA concern of a wide roadway coming into a narrow structure, it was agreed to......

- Continue the typical section to the Midland Highway which exists east of Washburn Way.
- Railroad O'Xing: Klamath County advises that there will be substantial left-turns at the Midland Highway intersection because of the livestock auction yards to the north. This structure should therefore be designed to accommodate a left-turn refuge.
- Reduce the typical to 12-foot lanes and 6-foot shoulders between Midland Highway and US 97 (Green Springs Interchange).

DA:mr
cc: H. S. Coulter
J. H. Versteeg
Walt Hart
Earl Kessler
Jerry Thackery
Don Thurston

RECEIVED
STATE HWY ENGR
FEB 27 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Klamath Co.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: Dale Allen
Region IV Engineer

DATE: February 23, 1984

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Southside Bypass, Klamath Falls

In our brief meeting on February 22 we discussed the typical section for the Southside Bypass. We are proceeding with a typical section for the Washburn to Midland Highway Section using 12-foot lanes, 8-foot paved shoulders and 4-foot graveled shoulders.

For the section from the Midland Highway westerly, your recommendation was to build 12-foot lanes with only 6-foot paved shoulders and develop a 36-foot roadway section for the two structures on this section.

We will proceed with this design and work out Federal approval for that typical section. However, the letter from Earl Kessler, Klamath County Director of Public Works, to John Hagedorn requests that we carry the 12-foot lanes, 8-foot shoulders and 4-foot gravel shoulders all the way from Washburn Lane to U.S. 97 This disparity should be worked out so the County is in step with our latest proposed typical section.

cc
Don Adams

I have talked to K. County after our discussion and they concur in the reduced width from Midland Hwy to US 97.

Dale Allen

DRA:ja

Enc.

cc/enc. J. H. Versteeg
Fred Eriksen

cc Walt Hart
Versteeg
F. Erickson

1 Versteeg ✓
Anderson
(cy Adams and Eriksen)
Macnab
Edwards
Terpin
Trent
Wahsulig

RECEIVED
MAR 2 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

ROE [illegible] [✓ RCE] PLA [✓ FAE]
RTE RECEIVED GEO
RUE FEB 28 1984 RDE
RSS REGION 4 RSE
ASSIGNED

81-125-1387

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 334 MAIN STREET — 503-882-2501 — KLAMATH FALLS, OREGON 97601

February 16, 1984

Mr. John Hagedorn
Regional Federal Aid Engineer
Department of Transportation
P. O. Box 5309
Bend, OR 97708

Dear John:

This letter is in regard to your inquiry regarding a typical section that we are requesting for the Southside Bypass.

At the present time the County has constructed a portion of the Bypass with a top width of 48-feet. In most areas we have striped two 15-foot lanes with 5-foot paved shoulders and 4-foot gravelled shoulders. At intersecting streets we have flared with additional paving and striped to allow for left turn pockets at these intersections. All of this has been accomplished utilizing the 48-foot top width.

We would like the State to continue utilizing this design from Washburn Way to the Highway #97 interchange.

I hope this will assist you in developing the specifications for this particular project. If you need additional information, please do not hesitate to contact me.

Very truly yours,

Earl E Kessler

Earl E. Kessler
Director of Public Works

EEK:ml

1 [illegible]
[illegible]
N [illegible]
[illegible]
Edwards
[illegible]
[illegible]
[illegible]

RECEIVED
FEB 21 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

File 2-4-1
K. Falls
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Walt Hart
State Bridge Engineer

DATE: February 17, 1984

NOTED
E. S. HUNTER

FROM: Dale D. Allen
Region Engineer

SUBJECT: Southside Bypass--Klamath Falls

In checking the final Six-Year H.I.P. against the P.C.S. target network report we notice quite a difference in proposed letting dates for the South Side Bypass structures, page 36, map index 323.

The six-year plan shows FY 1985, which would mean a letting date no later than June, 1985. The current P.C.S. run shows a letting date of February or March, 1986.

Dating back to the 1980 Six-Year Meetings, and every meeting since, there has been the Highway Divisions commitment to Klamath County Officials for a FY 1985 contract with a completion date for the structures of about May, 1986. Presuming it would take a year for construction, the letting date would have to be about April, 1985. The project is in design now and this allows 13 months.

To aid you in understanding the problem we are transmitting two enclosures.

1. A memo dated August 31, 1983, and sketch map showing the various stages of construction that have been developed.
2. A chart showing the time frames that are necessary to implement the conditions set forth in the memo.

As stated in the enclosed memo of August 31, the grading work on the sections from Midland Hwy.--Washburn Way and from Klamath River--Midland Hwy. will be done entirely with County funds, so it is critical to coordinate our structure construction with their grading work.

Also, in order to complete the project shown on the sketch map as (4), in red, our bridges would have to be completed in order to haul across and place the surfacing and paving over the entire length.

After your review and reply we would like to set up a meeting with yourself, Harold Brainerd R/W, Hal Versteeg, Roger Trygstad R/R, and Earl Kessler P.W.D. Klamath County. The purpose of this meeting will be to confirm that we are all looking at realistic time frames and that the actual contracts will be coordinated.

DDA:JH:br

CC: Ed Hunter
Gary Potter
Harold Brainerd
Hal Versteeg

RECEIVED
TECHNICAL SERVICES
FEB 21 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

81-125-1387

STATE OF OREGON INTEROFFICE MEMO

TO: MEMO TO THOSE CONCERNED

DATE: August 31, 1983

FROM: John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Southside Bypass--Klamath Falls

Following are the various stages that have been developed for completion of the Southside Bypass:

(1) State to construct 2 bridges; one over the BNRR and Klamath River, one over the SPRR and Midland Hwy. FAS funds to be utilized.

(2) County to let contract for grading only from the Midland Hwy. to Washburn Way, tentatively in 1984 with County funds.

(3) County to let contract for grading only from Klamath River to Midland Hwy., tentatively in 1985 with County funds.

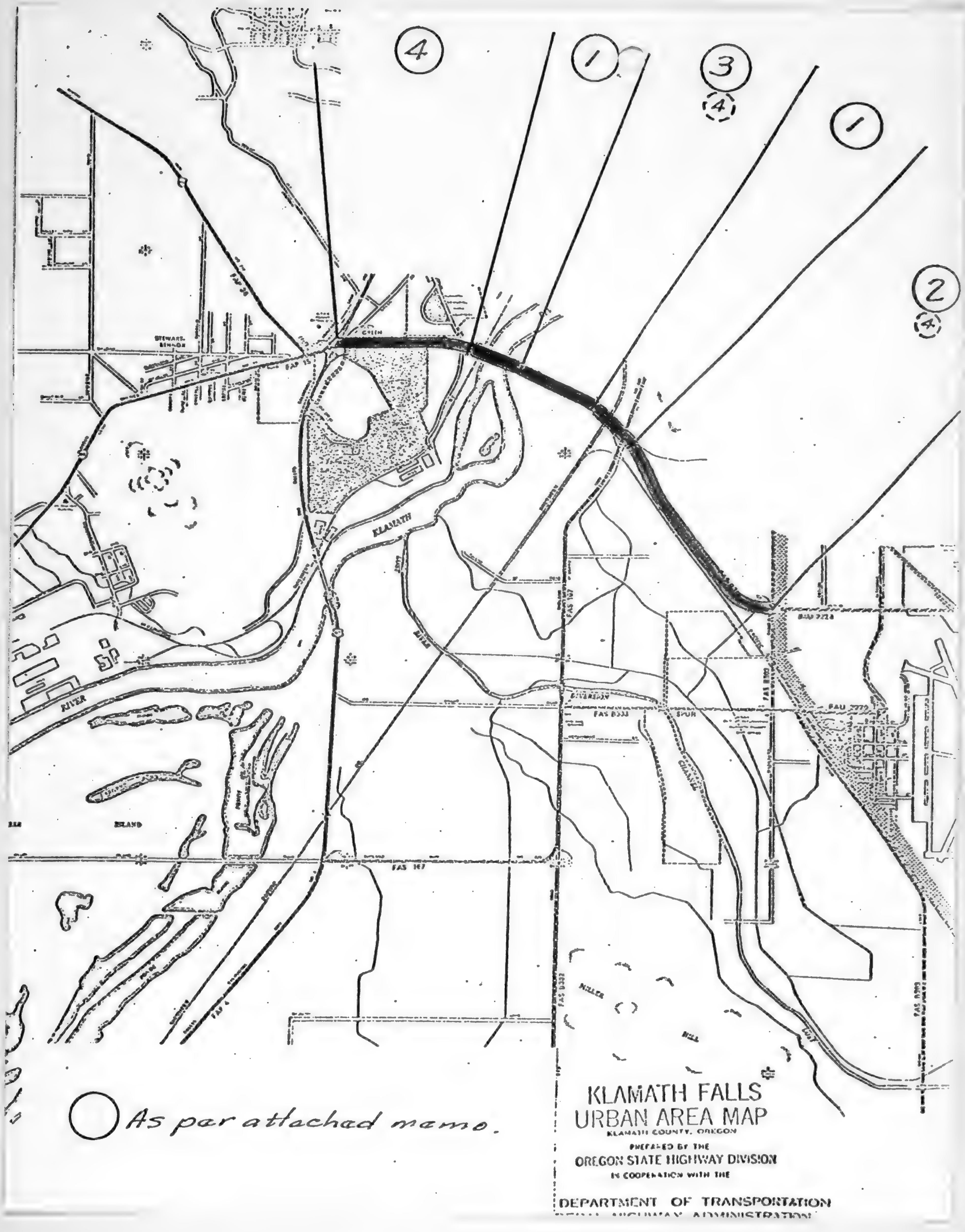
County will attempt to schedule (2) and (3) to coincide with the State's bridge construction schedule. County will need separate plans and specifications for (2) and (3).

(4) State to administer and FAS-C funded project from the Green Springs Interchange to Washburn Way. The project will involve grading, surfacing and paving from the Green Springs Interchange to the river and surfacing and paving from the river to Washburn Way.

JRH:br

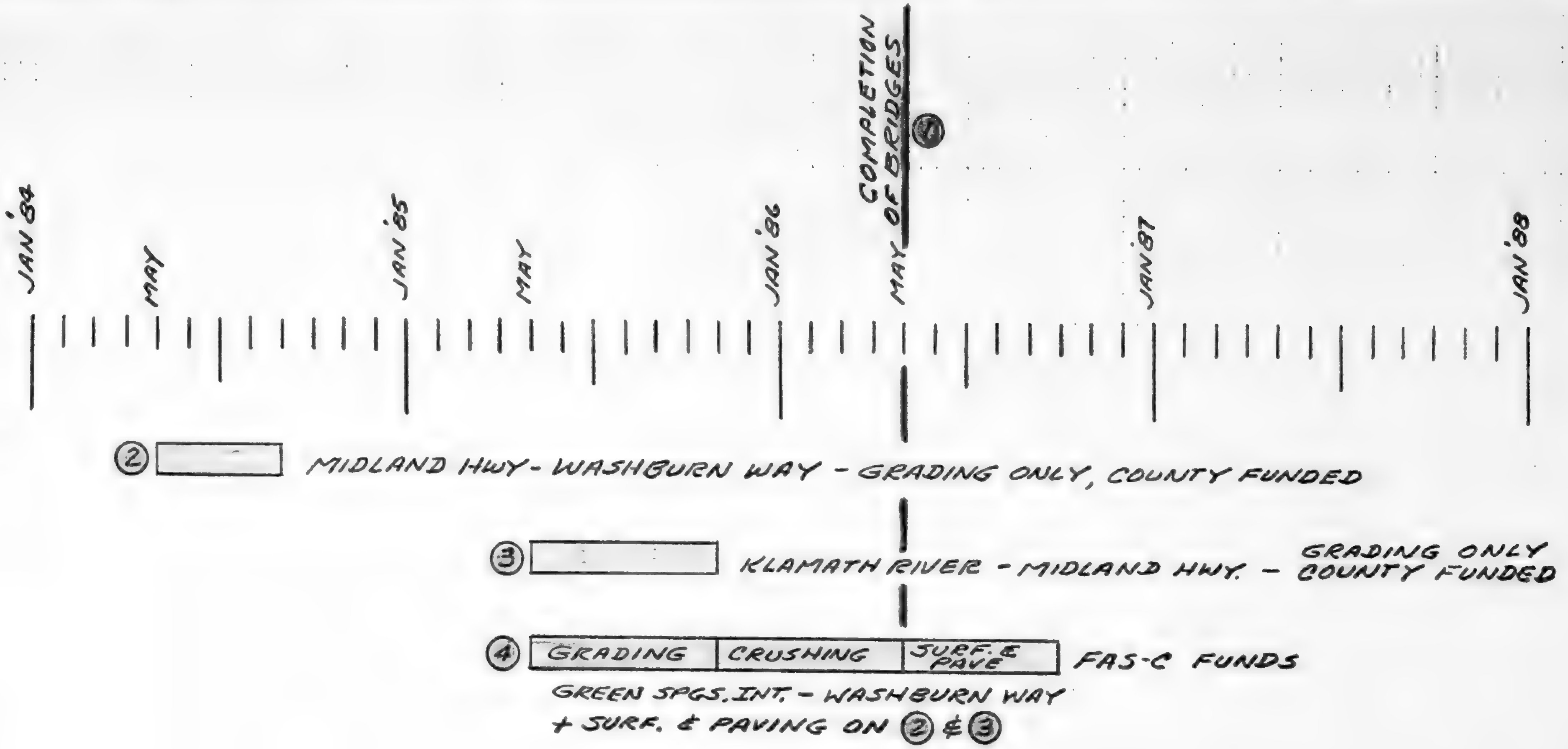
Enclosures

CC: George Wills
Barry Hatcher
Dick Havig
Dale Allen
Earl Kessler


④
①
③
(4)
①
②
(4)
STEWART-LENNOX
FAP 13
KLAMATH
RIVER
ISLAND
FAS 167
FAS 6
DIVERSION
FAS D333
SPUR
FAU 7779
FAS D305
MILLER
HILL
LOST

○ As per attached memo.

KLAMATH FALLS
URBAN AREA MAP
KLAMATH COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
DEPARTMENT OF TRANSPORTATION
HIGHWAY ADMINISTRATION


JAN '84
MAY
JAN '85
MAY
JAN '86
MAY
JAN '87
JAN '88
COMPLETION OF BRIDGES ①
② MIDLAND HWY - WASHBURN WAY - GRADING ONLY, COUNTY FUNDED
③ KLAMATH RIVER - MIDLAND HWY. - GRADING ONLY COUNTY FUNDED
④ GRADING
CRUSHING
SURF. & PAVE
FAS-C FUNDS
GREEN SPGS. INT. - WASHBURN WAY + SURF. & PAVING ON ② & ③

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Dale D. Allen
Region 4 Engineer

DATE: November 14, 1983

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Klamath Falls South Side Bypass
FAS-B-319
Klamath County

Revised right-of-way needs for this project have been in the R/W Descriptions Unit for some time; however, Hank Wakerlig advises because of a heavy workload they do not know how soon they will be able to assign the work. At this time, it may be as late as January before the descriptions can be revised.

FET:GCW:ge

cc J. H. Versteeg
Hank Wakerlig

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
(cy) Wakerlig

RECEIVED
NOV 15 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Contains Recycled Materials

[illegible] 4 1-4-1
K. Falls
[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97708

November 9, 1983

FROM: Harold G. Brainerd
Region Right of Way Supervisor

TO: Dale D. Allen
Region Engineer

SUBJECT: The Dalles-California -
Washburn Way Section
Southside Bypass
Klamath County Road

I have been contacted twice recently by officials of the Department of Public Works, Klamath County, relating to right of way acquisition of this section. I have advised the County that we have not commenced their right of way activities pending receipt of revised descriptions on this section.

The County is most anxious to proceed with this work and this letter is written to see if you can take any steps to advance the project through the writing of the necessary right of way instructions.

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmayer
Terpin ✓
Trout
Wakerlig

RECEIVED
NOV 10 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

cy copy

HGB:pw Mc

cc: J.B.Boyd

Hal V. (Terpin)
For several months we have been holding Klamath Co. $ to buy R/W. They want to get started so their work will be out of way of our contract. I believe its in the Depts interest to give this high priority. Its been in program four years - Thanks
Any Est when descriptions will be done?

Dale Allen

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
NOV 18 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

10,171

10-24-83

GREEN SPRINGS INTCHGE - WASHBURN WAY
FAS B319 (Southside Bypass)
Klamath County

LOCATION NARRATIVE REPORT

This is a new construction project, linking the Green Springs Highway to Johns Ave. (Southside Bypass). This route establishes a southern bypass of the downtown area of the City of Klamath Falls for both east and west bound traffic. The location corridor was chosen by the Klamath County Board of Commissioners. This project will be a County project involving State and Federal funding.

The project begins on the Green Springs Highway at station 79+00, and ends 200 feet east of the intersection of Johns Ave. at station 239+00. The length of the survey was 3.01 miles with an additional 0.51 miles picked-up reconnecting Green Springs Drive, Memorial Drive, and the Old Midland Highway, The total length of the survey was 3.52 miles. The section involves grading, paving, and structures.

Since the route location was predetermined, a 'P' line was established near the proposed 'L' centerline and coordinated. Coordinates and bearings are based on the Oregon Coordinate System (South Zone) adjusted to local datum plane. Coordinates and bearings were established by triangualation, using two (2) known USC and GS triangulation monuments. 'L' line control points were computed and established from 'P' line angle points.

The horizonal alignment uses standard spirals on all curves exept one. Beginning at station 79+00 P.S. the existing curve on the Green Springs Highway was flattened to a 2 degree CL. at the Dalles-California Highway undercrossing. The alignment then curves to the right on a 3 degree curve. The alignment continues just to the north of the Reames Golf and Country Club to a 0 degrees --30 second CR. before crossing the Burlington Northern Railroad Tracks and the Klamath River. On the east side of the Klamath River, the alignment curves to the right on a 2 degree curve following along a low ridge. At the Old Midland Highway, the alignment again turns to the right on a 4 degree curve, then reversing to a 3 degree -- 30 minute curve paralleling the Southern Pacific Transportation Co. tracks. The alignment then ties into Johns Ave. on a 4 degree CL.. The maximum dagree of curvature is 4 degrees.

30 ?
min

The vertical alignment was designed to balance the earthwork in three (3) setions. The sections are from the beginning of the project to the Klamath River, the Klamath River to the S.P.T.C. tracks, and from the S.P.T.C. tracks to the end of the project. By balancing the three (3) sections, hauling across railroad tracks or a structure is eliminated. Balancing the earthwork from the S.P.T.C. tracks east was accomplished by widening the roadway cut from station 172+00 to station 180+00. Minimum vertical clearances were incorporated into the design over the railroad tracks The maximum gradient used in the vertical alignment is 4.00%.

The earthwork was computed using an average shrink factor for each section. The project will be constructed through farm land and pastures. Rock outcroppings are visible from station 135+00 to station 160+00. Roadbed excavation in this area could be more difficult to perform, however it is anticipated that most can be ripped.

In the section between the Green Springs Interchange and the Klamath River, 87,850 cu.yds. of excavation will be required with the majority of the excavation being between station 110+00 to 120+00 and most of the embankment required at the west approach to the Klamath River Structure, station 120+00 to 125+00. A 27 percent shrink was used for this section. Any excess material can be wasted or incorporated into widening the bridge approach. If the opposite happens and additional embankment material is needed it should not be a problem obtaining material from the cut station 110+00 through 120+00. Drainage in this section is limited to cross culverts with the largest being 36 inches. At the Green Springs Interchange 3 manholes will require adjustment and 3 inlets will be constructed.

In the section, Klamath River to S.P.R.R. no problems are anticipated with the drainage, again it being limited to cross culverts, except for a pressurized drain line pumping effluent from a near by tallow plant, recomment this be adjusted by owner. 28,200 cu.yds. of excavation is anticipated in this section to construct to the proposed grade line.

The majority of the earthwork is between the S. P. T. C. tracks and Washburn Way where 49,200 cu. yds. of material is needed to make the recommended embankment across the flat station 185+00 to 235+00. Here the grade is being held 4 to 5 feet above the original ground do to the high water table. A total of 95,400 cu. yds. of excavation is called for in this section. As previously mentioned the cut was widened between stations 172+00 through 180+00 to obtain the necessary embankment material. A change could be made here to a borrow source since Klamath County is expeted to do the grading.

Drainage between S. P. T. C. and Washburn Way maybe dependent on right-of-way negotiations as there are several small irrigation ditches which the proposed alignment crosses, some of which possibly will be elliminated. This proposal however indicates installation of various size culverts to provide the maximum flow in relationship to the ditch itself. Besides the small irrigation culverts, 3 main irrigation drains are present, the A-3 Drain, 1G-2 Drain and the 1G-1 Drain. At the A-3 drain, station 184+30, a precast-prestressed structure is recommended and a separate vicinity map was prepared. The 1G-2 Drain at station 212+15 is smaller and 2-48 inch culverts are being recommended. The 1G-1 Drain at station 233+40 requires revision of the canal, where it is estimated 600 cu. yds. of ditch excavation and installation of 2-30 inch culverts will satisfy Klamath Irrigation District. Also in this vicinity construction of a manhole and installation of a 36 inch is recommended. The property owner has a pump station, at station 235+40, which will need to be adjusted.

The right-of-way proposed varies throughout the project and generally stays 10 to 20 feet from the toe of the roadbed slopes. A total of 53 acres will be required from 16 property owners. Access has been provided at station 159+10 for maintenance of irrigation ditch and water lines by the property owner. Access has also been provided at station 140+62 Rt. and 181+41 Lt. and Rt. which serve existing farm access roads, and also at station 212+45 Lt. and Rt. providing access to an existing dike access road. Road connections are also proposed for Green Springs Drive, Memorial Drive, and the Old Midland Highway.

Several property owners contacted during the survey were not supportive of the route location. Mr. Glenn B. Head denied access onto his property during the course of this survey, and it is anticipated; condemnation proceedings will be necessary for this right-of-way purchase.

Left turn refuges are proposed at all major intersections with standard design tapers except at Memorial Drive westbound. The left turn movement onto Memorial Drive would require widening of the west end of the BNRR - Klamath River Bridge. This was not considered in the proposed structure since the minimum width was used to hold down the construction costs.

The original base design was revised on November 4, 1980 by Clarence Gregg. The typical section used has a 40 foot wide paved surface, using 9 inches Lime Treated Subgrade, 10 inches 1"-0 Aggregate Base, 4 inches Asphalt Concrete pavement with 1½ " future A.C.. The overall subgrade width is 48 feet, with a 4:1 slope to a ½ foot ditch.

The utilities having an interest in this construction project are Pacific Northwest Bell, Pacific Power and Light, CP National Gas, Klamath Irrigation District, and the City of Klamath Falls.

Mr. Malcolm Crawford, Klamath Irrigation District, was contacted requesting information on the design discharge of their irrigation system. Mr. Crawford responded by recommending a 48 inch CMP at sta. 212+15 (1-G-2 Drain) and station 233+40 (1-G-1 Drain), and abridge with a minimum 6 inch clearance at station 184+42 (A-3 Drain). After investigating the 1-G-1 and 1-G-2 Drains, for the calculated discharge, a double 30" CMP and a double 48" CMP are recommended respectively. This would anticipate any future upgrading of the existing drains to their maximum capacities. The A-3 Drain was discussed with Mr. Earl Kessler, Klamath County Engineer, and a box culvert or a single span bridge were proposed. Since the county will be constructing the roadbed through this area, including the drainage structures, Mr. Kessler recommended construction of the single span structure.

The proposed alignment divides Mrs. Juanita Goode's property from station 169+00 to station 212+00. The Goode property is irrigated by a flood irrigation system. The majority of the irrigation ditches can be carried by culvert pipes under the roadway. A problem is encountered at station 172+90 and station 181+10. The existing irrigation ditches are severed by the roadbed excavation making it impossible to carry the flow beneath the roadway. A pumping system could be a possible alternate.

Mrs. Goode runs primarily a cattle ranch. With a controlled access, Mrs. Goode was concerned with moving her cattle from one field across the highway to alternate access on the Old Midland Highway should be considered during R/W negotiations.

Except for the Old Midland Highway, Memorial Drive, and the connections to Green Springs Drive, Green Springs Highway, and Johns Ave., this is all new construction. Stage construction will be required at these locations to insure the un-interrupted flow of traffic.

A bikeway was not considered in this project since the location is in a rural area with no current bikeway facilities.

The total cost of the project, including engineering and contingencies is estimated at $ 8,262,840. Less engineering and contingencies, the grading items are estimated at $ 1,699,728 and the surfacing items are estimated at $ 1,676,212. The estimated cost of the Klamath River - B.N.R.R. structure is $ 3,000,000. The S.P.R.R. structure is estimated at 420,000 and the A-3 Drain is estimated at $ 50,000.

The project will be constructed in two (2) sections. The county will construct the grading and drainage structures (including A-3 Drain) from the Klamath River to Washburn Way at an estimated cost of $ 1,098,676. The B.N.R.R. - Klamath River Structure, the S.P.T.C. Structure, and the grading from Green Springs Drive to the Klamath River, and the surfacing and incidental items will be constructed under a separate contracts at an extimated cost of $ 5,747,264. Again the above figures do not include engineering and contingencies.

Wayne Cobine 8/5/81

Wayne F. Cobine
Resident Engineer

GREEN SPRINGS INTERCHANGE - WASHBURN WAY
FAS B 319 (Southside Bypass)
Klamath County

LOCATION NARRATIVE REPORT
(Supplement)

The alignment of the project was changed by an "L^2" line over the Old Midland Highway to achieve a better grade crossing and to alleviate a conflict with one driveway.

This was later adjusted by an "L^3" line which started at Station 110+51 and rejoins the "L" line at Station EQ. "L^3" 188+92.57 = "L" 186+46.18. This alignment was to give a better river crossing and was to help alleviate the conflict with property owner, Mr. Glenn B. Head.

This alignment was abandoned because it conflicted with two power line structures, a triple pole arrangement for the river crossing of the power line and a metal tower.

An "L^4" line was then projected starting at Station "L" 110+51 and rejoining the "L^3" line at "L^4" 162+74.22 = "L^3" 163+50.74. This is now the proposed alignment for the project. The "L^3" and "L^4" have the same degree of curvature except from Station "L^4" 135+59.78 P.S. to "L^4" 162+74.22 P.T. This curvature was changed from 2 degrees to 1 degree 30 minutes in order to clear power line tower # 7/42. The earthwork on this alignment has not been balanced. Grades may be adjusted to achieve this balance.

The total length of the project including B, C, D, GSC, MD and OM alignments is now 3.88 miles.

There may be construction problems encountered when construction Old Midland Highway (Tingley Lane) if this is done in two units as proposed. Klamath County is proposed to do the grading with a later contract proposed to do the surfacing and paving. (1) This section will have to be constructed under traffic. This will require some kind of temporary surfacing between contracts. (2) There is a driveway at Station OM 112+83 that will require a construction easement. This will have to be worked out in right-of-way negotiations.

The Cost Estimate reflects using a prime coat for temporary surfacing on all areas to be constructed under traffic.

The Cost Estimate was broken into three parts. (1) Grading and Drainage, from Klamath River to Washburn Way, a total of 2.26 miles. The estimate for this is $643,312.00. This does not include any structures. (2) Grading and Drainage, from Green Springs Interchange to Klamath River. The estimate for this is $337,940.00. (3) Surfacing and Structures from Green Springs Interchange to Washburn Way. The estimate for this is $5,757,923.00.

The total estimate for the whole project less Right-of-way and Utilities is $6,739,175.00. The prices for these estimates were supplied by Bruce Walton, Cost Analysis and James Chidsey, Bridge Location on December 23, 1982 and January 3,1983.

There has been an archeological discovery made on the project. This is located on the east bank of the Klamath River between Station 133 and Station 140. This discovery may have a major effect on the location and construction of this project.

B. N. Hatcher
1-7-83

LOCATION DESIGN UNIT NARRATIVE

SOUTH SIDE BYPASS (KLAMATH FALLS)
F.A.S. B-319
KLAMATH COUNTY

The purpose of this survey by the Location Design Group was to develop a plan that would avoid the archeological site between Sta. "L" 133 and Sta. "L" 140. Several alignments were studied and three were submitted to the region. These were presented to the Director of Public Works of Klamath County who recommended that Alternate "C" be pursued. This alignment is designated "L^5" on our revised detail map. This alignment was run in the field, cross sections and profiles were taken, and the notes were sent to us for the design work. The current alignment is as follows: Beginning at Sta. "L" 79+00 and continuing easterly to Sta. "L" 109+87.36 P.O.T. = "L^5" 109+87.36 P.S., the original field located line was used. From Sta. "L^5" 109+87.36 P.S. the alignment veers southerly and crosses the Klamath River approximately 400 feet southerly of the "L" Line crossing, thus avoiding the identified archeological site at Sta. "L" 133 to "L" 140. The "L^5" alignment continues easterly through reversing 4-degree curves to connect with the L^3 Line at Sta. "L^5" 163+61.32 Bk. = Sta. "L^3" 164+35.47 Ah. From this point to the end of the project at Washburn Way, no change was made in the field alignment.

The base design, as shown on the typical section, was received from John Scofield. Some temporary surfacing will be needed during stage construction. Six inches of gravel should be adequate as the time that temporary surfacing is required will be minimal.

As previously mentioned in this narrative, the earthwork is balanced from the Green Springs Intersection to the Klamath River. Between the river and the S.P.R.R. overcrossing, approximately 50,000 cubic yards of borrow will be required. No borrow source has been determined at this time. From the S.P.R.R. overcrossing to Washburn Way there will be adequate excavation to make the embankments and possibly a small amount that could be used in the middle section. Total quantities on the project are Exc. 213,619 cubic yards, Emb. 224,574 cubic yards.

Cost estimates have been prepared in accordance with a staging plan submitted by John Hagedorn, Region Federal-Aid Specialist, in a letter dated August 31, 1983 and approved by Earl E. Kessler, Klamath County Director of Public Works in a letter dated September 23, 1983.

Estimate No. 1 consists of the bridge across the Klamath River and B.N.R.R. and a bridge across the S.P.R.R. adjacent to the Old Midland Highway. Total estimated cost for these two structures is $4,338,000.

Estimate No. 2 consists of grading of the portion from the Old Midland Highway to Washburn Way. A short structure across the U.S.R.S. Canal is included in this estimate.
Total estimated cost for this unit is $703,900.

The vertical alignment was adjusted on the section from Green Springs Interchange to the Klamath River in order to balance the earthwork on this portion of the project. On the section from the Klamath River to the Old Midland Highway, a balance could not be achieved. Approximately 50,000 cubic yards of borrow will be needed to construct this section. From the Old Midland Highway to the end of the project at Washburn Way, the grades follow very closely the original field grades.

The typical section on this project is two 12-foot travel lanes with two 12-foot shoulders with only 8 feet of the shoulder paved. Since this shoulder treatment is unusual, we checked with Klamath County, through the region, and determined that this is the type of shoulder wanted. It is unlikely that bike routes will be designated, but the shoulders are of adequate width to provide safety for the occasional cyclist. Because of the length of the structure across the Klamath River, the width of the shoulders were reduced to six feet on the structure.

Channelized intersections are provided at the westerly end for the "B" Leg, "C" Leg, "D" Leg and the "G.S.C." connection. Also channelized intersections are proposed at the Old Midland Highway and at Washburn Way. I checked with Traffic Section to determine if an additional channelization was needed at the intersection with Memorial Drive. I found that they have no traffic data for any of these connections, but they felt that the design we have is proper.

Estimate No. 3 consists of grading from the Klamath River to and including revisions to the Old Midland Highway. Surfacing for the revised Old Midland Highway is included in this estimate.
Total estimated cost for this unit is $764,323.

Estimate No. 4 consists of grading between the Green Springs Interchange and the Klamath River and surfacing the entire project from the Green Springs Interchange to Washburn Way.
Total estimated cost is $2,504,825.

Total Project Costs for all units is $8,311,048.

A copy of our map has been submitted through our Environmental Section to Mr. Pettigrew for archeological approval. That approval has been received verbally at this time. Copies of our map and profile were sent to the region for their review and comments. No response has been received from them to date.

Archie Davies
Archie Davies
Senior Designer
October 24, 1983

9171

STATE OF OREGON
HIGHWAY DIVISION - ROAD DESIGN SECTION

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Dale D. Allen
Region 4 Engineer

DATE: October 18, 1984

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Highway 39 - Olene
Southside Bypass Extension
Klamath County

As indicated to you by Gary Potter in his letter of July 23, 1984 on the subject section, an analysis of the proposal to construct the section has been made.

First, let me quote from a report made to the Transportation Commission in March 1979. On page 2:

"Segment E-F

Klamath Falls-Malin Highway (Point E) to Olene (Point F) is a County proposal to be constructed if and when traffic warrants." Since we have, as yet, had no traffic studies made or construction cost estimate comparisons, it may be premature to get too deeply involved in this proposal, particularly since completion of the bypass is still some years in the future. Therefore, we should not, at this point, consider the proposal a ". . .joint County-State project."

Attached is a copy of a report prepared to examine some of the aspects of the proposal. It responds to some questions posed by Mr. Ed Hunter.

The answers to the three questions you posed to Potter in your letter of July 10, 1984 are:

(1) EIS. Make an agreement with the County for us to prepare the EIS. The cost would be in the neighborhood of $175,000.

(2) R/W acquisition should not begin before the project is included in the 6-Year H.I.P. if this is to be a joint project. However, if this is to be a County funded construction project, acquisition could begin anytime the FHWA procedures have been accomplished.

(3) The answer to this one is somewhat the same as for the second question. No, if it is a joint project. It would make no difference if it is to be a County project.

An estimate to reconstruct the Klamath Falls-Lakeview Highway between Malin Junction and Olene has been made. It is $4,200,000 not including R/W.

Attachment

cc E. S. Hunter
G. A. Potter

Contains Recycled Materials

9-5-84

E. S. Hunter
Assistant State Highway Engineer

J. H. Versteeg
Road Design Engineer

Highway 39-Olene
Southside Bypass Extension
Klamath County

RECEIVED
STATE HWY ENGR
SEP 5 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

AGREEMENTS (What is to be traded)

The 1980 agreement with Klamath County and the City of Klamath Falls is to be effective at the time the Southside Bypass becomes operational. It obligates us to take over the Southside Bypass from the Interchange of the Greensprings Hwy. and The Dalles-California Hwy. to the Klamath Falls-Malin Hwy. (The agreement lists a distance of 9.7 mi. but mapping indicates 5.9 mi. is probably the correct distance.) Point A to Point E on the attached map. The Bypass is to become part of the State Highway System.

As part of the agreement the County and City are to take over specific portions of the existing State Highway System. The County is to take over 7.02 mi. of the Lower Klamath Hwy., 12.89 mi. of the Modoc Point Hwy., and 4.17 mi. of the Chiloquin Hwy. (See attached exhibit)

The City is to take over 1.3 mi. of the Klamath Falls-Lakeview Hwy. (Main St.-Klamath St. Couplet & 5th St.-6th St. Couplet), and 0.4 mi. of the Esplanade Spur portion of the Klamath Falls-Malin Hwy. (see attached exhibit)

STATUS and FUNDING

The section of the Southside Bypass from Washburn Way to the Klamath Falls-Malin Hwy. has been completed by the County. Final plans are currently being prepared for construction of the Bypass from the Greensprings Hwy. Interchange on The Dalles-California Hwy. to Washburn Way. Estimated cost of this project is $6,291,200, of which $2,556,000 is FAS funds, $2,471,500 is FASC funds, and $1,263,700 is County funds. In addition, the cost of preliminary engineering is estimated to be $458,500, of which $93,093 is Federal Funds. No state money has been spent on construction. P.E. has been expended under two prefixes. One, for the structures State has paid all the Federal match and is $3,516 to date with $15,407 authorized. The other for roadwork was split with the County and is $22,202 to date with $24,850 authorized. The proposed extension of the Southside Bypass easterly for approximately 3.8 miles, from the Klamath-Falls-Malin Hwy. to a connection with the Klamath Falls-Lakeview Hwy. near Olene, is estimated to cost $4 million.

CONDITION OF SOUTH 6th ST.

South 6th St. needs considerable patching and will need a structural overlay in a few years. The Lakeview Junction to Olene Section of the Klamath Falls-Lakeview Hwy. is narrow, has poor vertical alignment and limited passing opportunities. It is well patched up at present and routine maintenance could keep it serviceable for several years until the extension of the Southside Bypass could replace it as a State Highway Route.

DISCUSSION

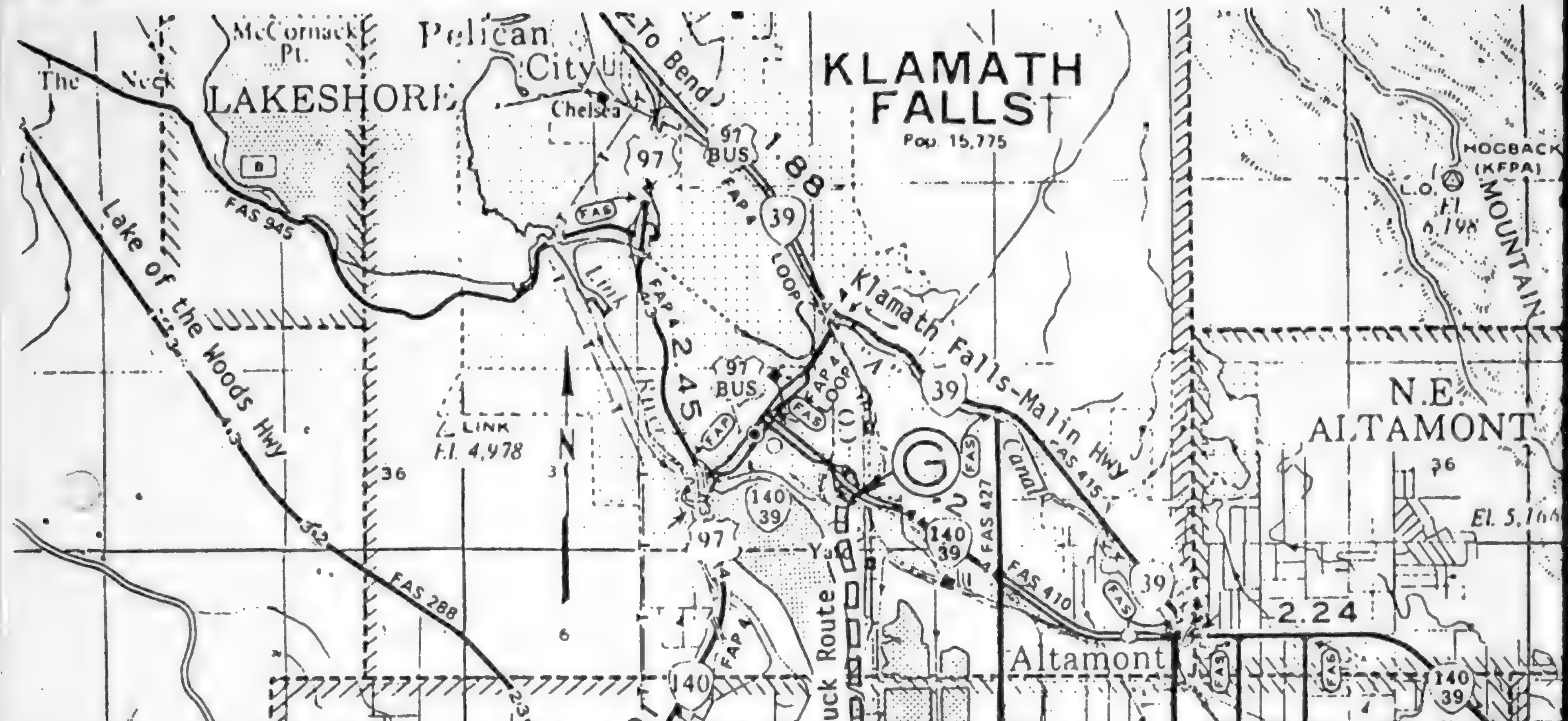
If the extension is constructed, it may be possible to abandon the existing Klamath Falls-Lakeview Hwy. from /Lakeview Junction to Olene, a distance of approximately 4.1 miles. Klamath Falls-Lakeview Hwy. traffic would then use the existing Klamath Falls-Malin Hwy. from the Lakeview Junction southerly to the Southside Bypass, then easterly on the Bypass to Olene, a total distance of approximately 5.5 miles.

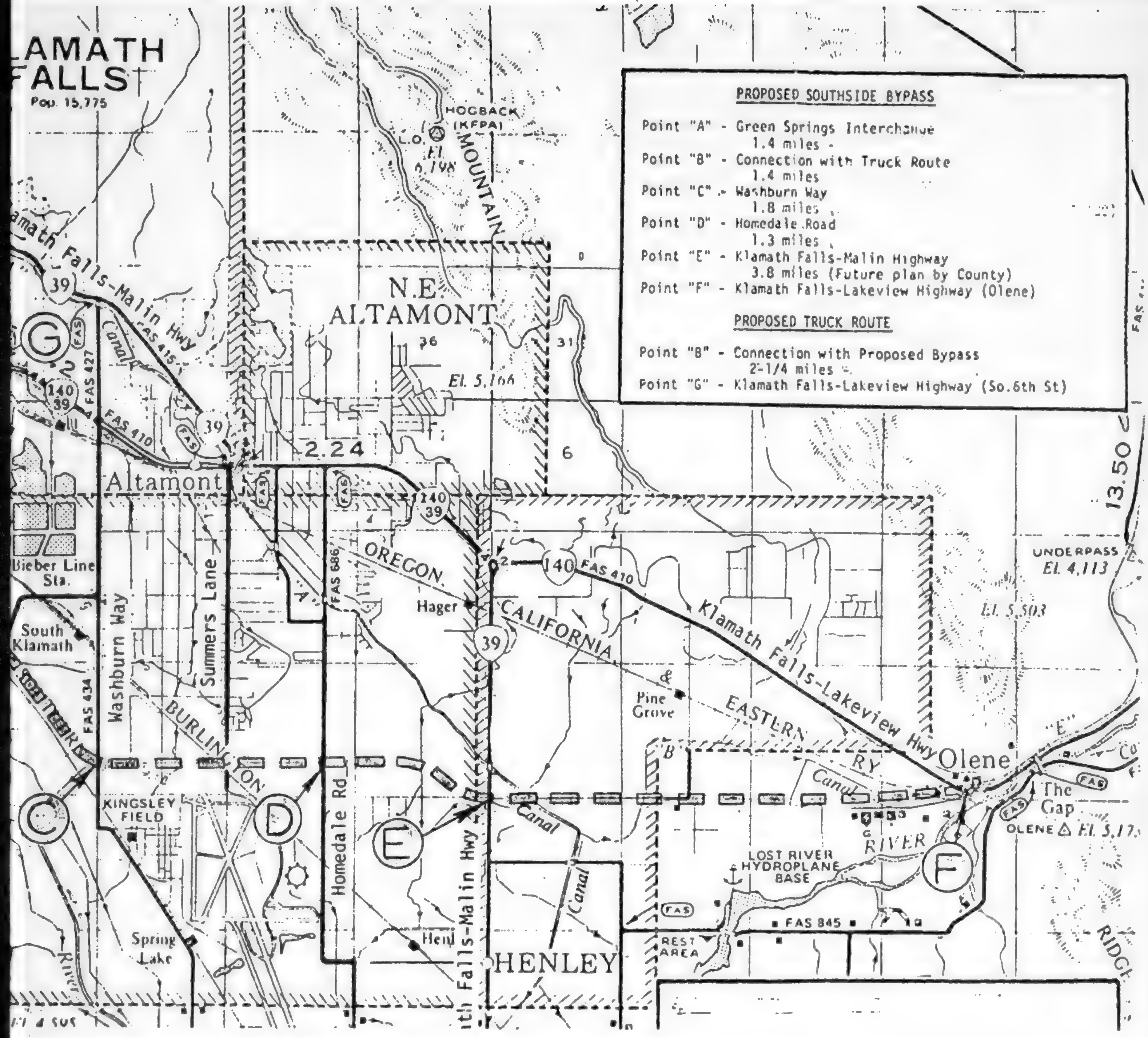
Traffic projections for the year 2000 show an ADT of 2,000 on the proposed extension if it is not part of the State Highway System and an ADT of 2,500 if it is made part of the Klamath Falls-Lakeview Hwy. A corresponding reduction in volume would occur on the existing Klamath Falls-Lakeview Hwy route from the Lakeview Junction to Olene. On the section of Klamath Falls-Malin Hwy. from the Lakeview Junction southerly to the Southside Bypass, ADT volume would decrease by 1000 if the proposed extension is not signed as a State Highway, and 1500 if it were a State Highway.

The Southside Bypass will help divert truck traffic from South 6th St. Extending the Bypass to Olene, with appropriate signing should help divert more trucks from South 6th St. From the Highway Division's viewpoint the most advantageous procedure might be to route both the Klamath Falls-Malin Hwy. and the Klamath Falls-Lakeview Hwy. over the Southside Bypass and abandon South 6th St. to the County. Such a trade may not be achieveable, but would certainly be desirable insofar as relieving us of rebuilding South 6th.

If the Southside Bypass is simply extended to Olene without being designated a State Highway, there will be a reduction of 2,000 ADT on the Lakeview Junction-Olene Section of the Klamath Falls-Lakeview Hwy. Removal of that much traffic from such a substandard section of our highway should be beneficial in terms of both safety and maintenance. Any trading away of existing roadways as discussed earlier may be desirable, but failure to achieve such a trade should not deter us from considering participation in the Bypass extension.

JHV:FT:bn


McCornack Pt.
Pelican City
To Bend
KLAMATH FALLS
Pop. 15,775
The Nee
LAKESHORE
Chelsea
97 BUS
1.88
FAS 945
39
HOGBACK (KFPA)
L.O.
El. 6,198
MOUNTAIN
Lake of the Woods Hwy
Link
FAP 4
LOOP
Klamath Falls-Malin Hwy
2.45
97 BUS
N.E. ALTAMONT
LINK
El. 4,978
N
36
G
140 39
Canal
FAS 415
FAS 427
36
El. 5,166
97
FAS 288
FAS 410
2.24
Truck Route
Altamont
140
2.01
140 39
STEWART-LENNOX
Bieber Line Sta.
OREGON
Hager
South Klamath
66
FAP 15
A
97
RIVER
B
Washburn Way
Summers Lane
FAS 434
FAS 686
BURLINGTON
Green Springs Hwy
Ditch
Texum
Midland Hwy
C
KINGSLEY FIELD
D
Homedale Rd
E
Klamath Falls-Malin Hwy
Largent Pond
K.G.M.A
4,135
Plevna
FAS 427
California Hwy
Spring Lake
Henl
El. 4,505

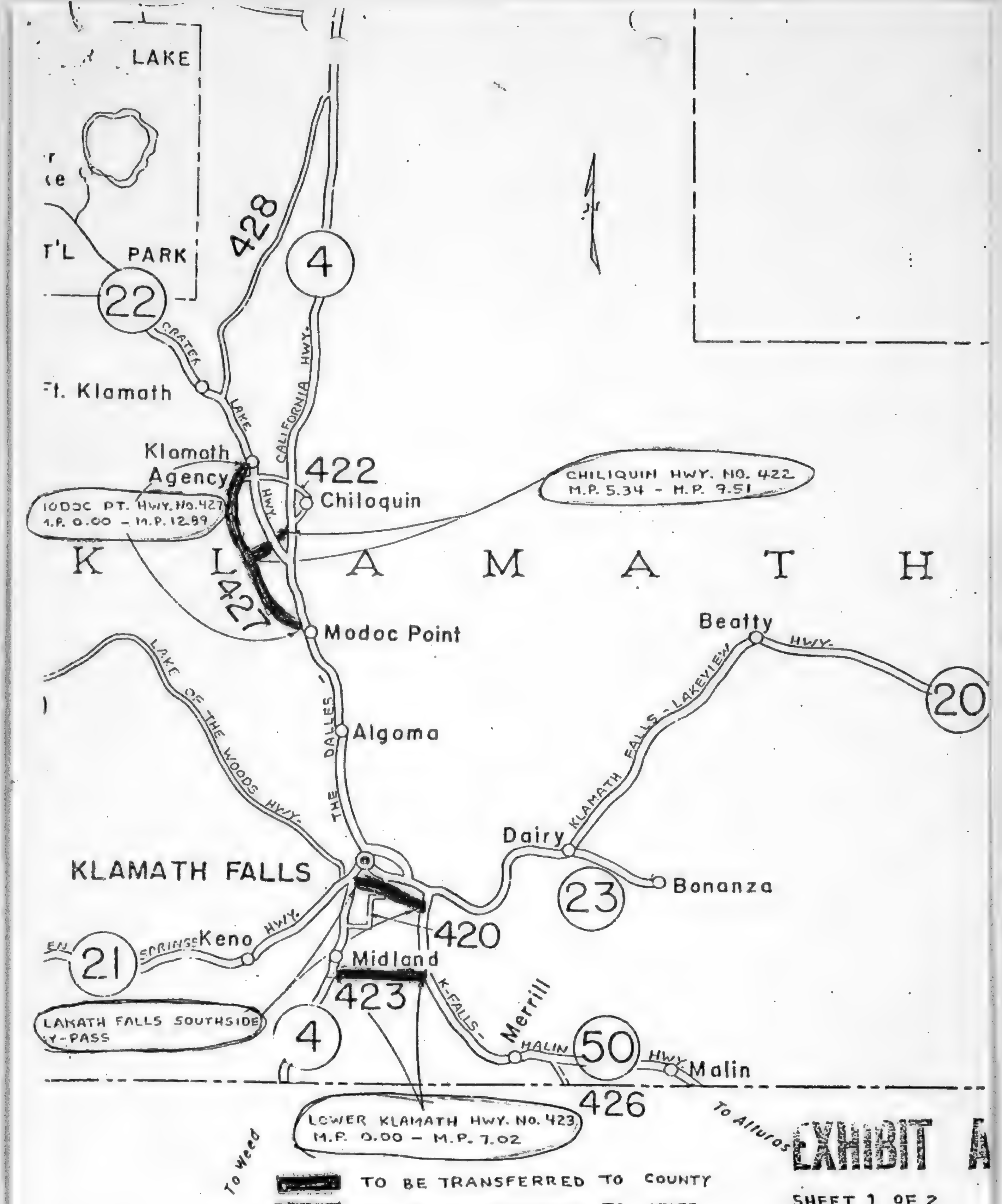

KLAMATH FALLS
Pop. 15,775
HOGBACK (KFPA)
L.O.
El. 6,198
MOUNTAIN
N.E. ALTAMONT
36
31
El. 5,166
6
Klamath Falls-Malin Hwy
39
G
140
FAS 427
FAS 415
Canal
FAS 410
FAS
2.24
Altamont
Bieber Line Sta.
South Klamath
Washburn Way
Summers Lane
FAS 686
A
OREGON
CALIFORNIA
Hager
& EASTERN RY
Pine Grove
Klamath Falls-Lakeview Hwy
13.50
UNDERPASS El. 4,113
El. 5,503
Olene
E
The Gap
OLENE El. 5,17
B
Canal
RIVER
BURLINGTON
FAS 434
C
KINGSLEY FIELD
D
Homedale Rd
E
Falls-Malin Hwy
Canal
F
LOST RIVER HYDROPLANE BASE
FAS 845
REST AREA
Spring Lake
Henl
HENLEY
RIDGE
El. 4,505

PROPOSED SOUTHSIDE BYPASS

Point "A" - Green Springs Interchange
1.4 miles -
Point "B" - Connection with Truck Route
1.4 miles
Point "C" - Washburn Way
1.8 miles
Point "D" - Homedale Road
1.3 miles
Point "E" - Klamath Falls-Malin Highway
3.8 miles (Future plan by County)
Point "F" - Klamath Falls-Lakeview Highway (Olene)

PROPOSED TRUCK ROUTE

Point "B" - Connection with Proposed Bypass
2-1/4 miles
Point "G" - Klamath Falls-Lakeview Highway (So.6th St)

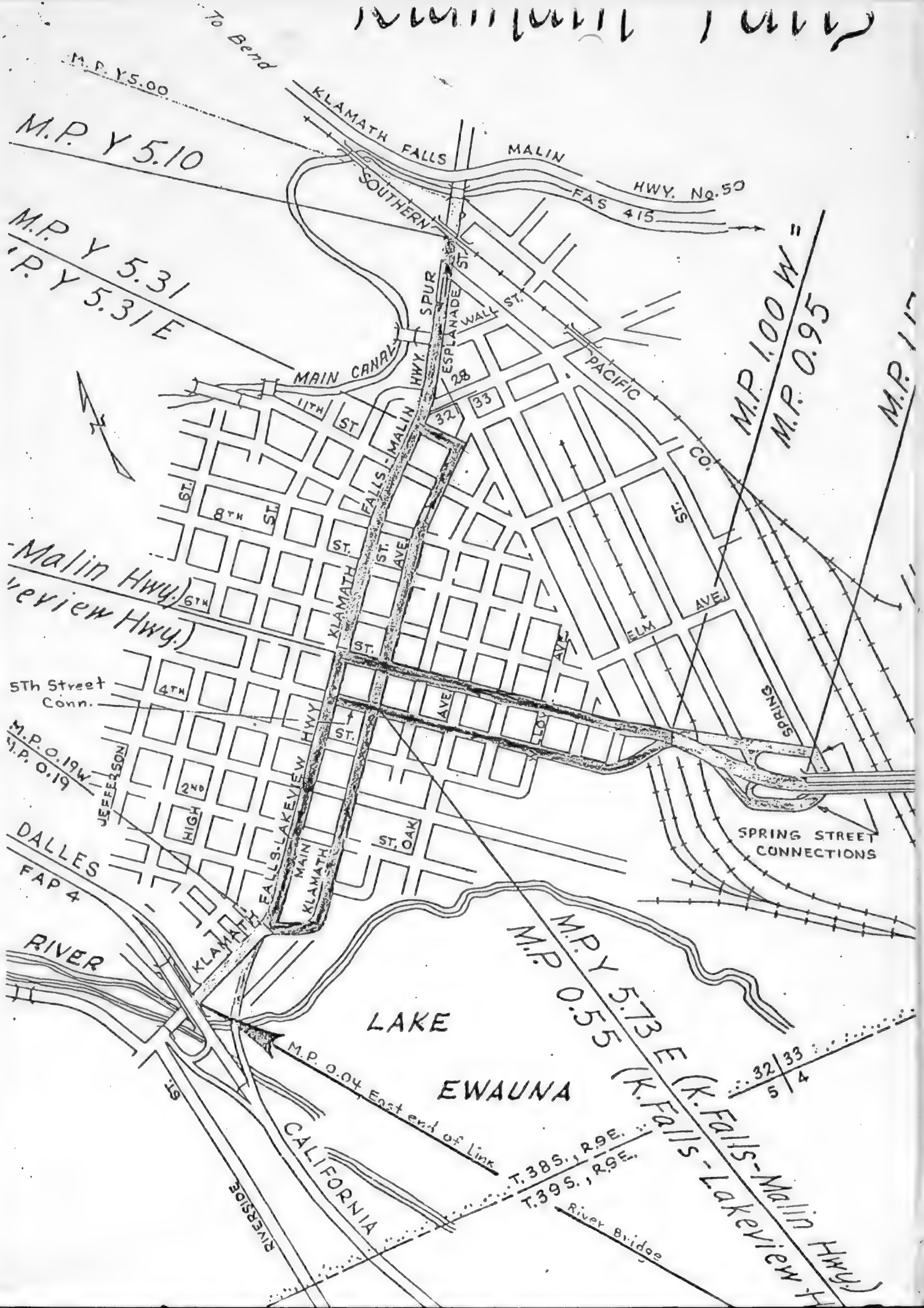

LAKE
PARK
T'L
22
CRATER
Ft. Klamath
428
4
LAKE
CALIFORNIA HWY.
Klamath Agency
422
Chiloquin
CHILIQUIN HWY. NO. 422
M.P. 5.34 - M.P. 9.51
MODOC PT. HWY. No. 427
M.P. 0.00 - M.P. 12.89
K L A M A T H
427
Modoc Point
Beatty
HWY.
20
LAKE OF THE WOODS HWY.
THE DALLES
Algoma
KLAMATH FALLS - LAKEVIEW
Dairy
KLAMATH FALLS
23
Bonanza
420
21
SPRINGS
Keno
HWY.
Midland
423
K-FALLS
Merrill
MALIN
50
HWY.
Malin
KLAMATH FALLS SOUTHSIDE BY-PASS
4
426
LOWER KLAMATH HWY. No. 423
M.P. 0.00 - M.P. 7.02
To Weed
To Alturas

▬ TO BE TRANSFERRED TO COUNTY

▬ TO BE TRANSFERRED TO STATE

EXHIBIT A

SHEET 1 OF 2


To Bend
M.P. Y5.00
M.P. Y 5.10
KLAMATH FALLS MALIN HWY. No.50
FAS 415
SOUTHERN PACIFIC CO.
M.P. Y 5.31
'.P. Y 5.31 E
ESPLANADE ST.
WALL ST.
SPUR
KLAMATH FALLS-MALIN HWY.
MAIN CANAL
28
32
33
11TH ST.
M.P. 1.00 W"
M.P. 0.95
M.P. 1.1
8TH ST.
6T.
ST.
ST. AVE.
ST.
-Malin Hwy.)
-eview Hwy.)
6TH ST.
ELM AVE.
AVE.
5Th Street Conn.
4TH ST.
AVE.
LOY
SPRING
SPRING STREET CONNECTIONS
M.P. 0.19W
M.P. 0.19
JEFFERSON
2ND
HIGH
KLAMATH FALLS-LAKEVIEW HWY
MAIN KLAMATH
OAK ST.
DALLES
FAP 4
KLAMATH
RIVER
LAKE
EWAUNA
M.P. Y 5.73 E (K. Falls-Malin Hwy.)
M.P. 0.55 (K. Falls-Lakeview H
M.P. 0.04, East end of Link
ST.
32
33
5
4
T. 38 S., R. 9 E.
T. 39 S., R. 9 E.
River Bridge
CALIFORNIA
RIVERSIDE

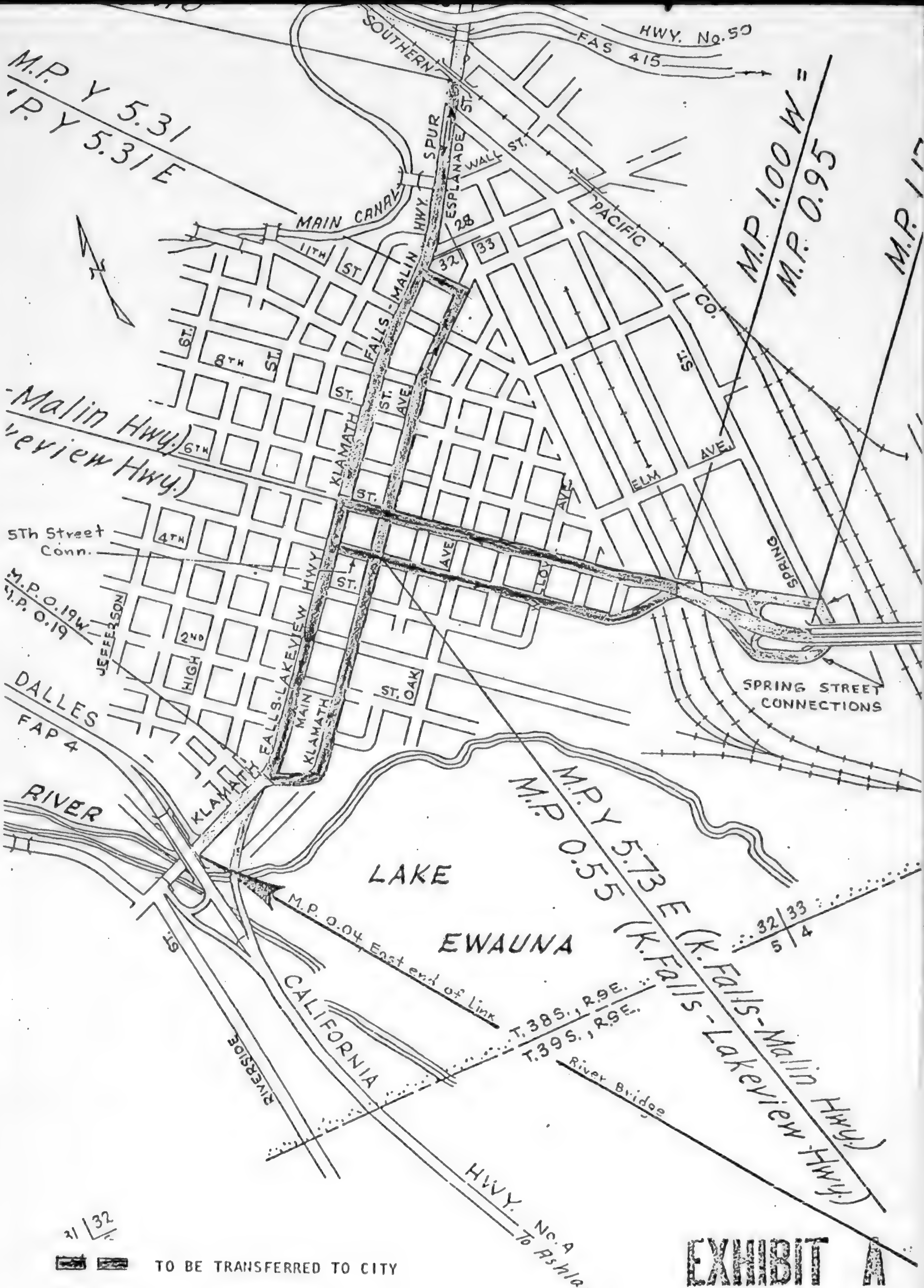

SOUTHERN
HWY. No. 50
FAS 415
M.P. Y 5.31
'P. Y 5.31 E
SPUR
ESPLANADE
ST.
WALL ST.
PACIFIC
CO.
M.P. 1.00 W"
M.P. 0.95
MAIN CANAL
HWY.
11TH
ST.
28
33
32
FALLS-MALIN
KLAMATH
6T.
8TH
ST.
ST.
ST.
AVE.
-Malin Hwy.)
eview Hwy.)
6TH
ST.
ELM
AVE.
ST.
5Th Street
Conn.
4TH
ST.
AVE.
LOY
SPRING
2ND
HIGH
JEFFERSON
M.P. 0.19 W
M.P. 0.19
FALLS-LAKEVIEW HWY
MAIN
KLAMATH
ST. OAK
SPRING STREET
CONNECTIONS
DALLES
FAP 4
KLAMATH
RIVER
LAKE
EWAUNA
M.P. Y 5.73 E (K. Falls-Malin Hwy.)
M.P. 0.55 (K. Falls-Lakeview Hwy.)
M.P. 0.04 East end of Link
32 | 33
5 | 4
T. 38 S., R. 9 E.
T. 39 S., R. 9 E.
River Bridge
RIVERSIDE
CALIFORNIA
HWY. No. 4
To Ashland
31 | 32
▬ ▬ TO BE TRANSFERRED TO CITY
▭ TO BE RETAINED BY STATE

EXHIBIT A

SHEET 2 OF 2

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: July 23, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Highway 39-Olene Southside Bypass Extension
Klamath County

NOTED
E. S. HUNTER

I have discussed your letter of July 10 with Ed Hunter and Frank Terpin, and related the conversations you had with Earl Kessler to them.

Ed Hunter is going to have the Technical Services Branch analyze the elements outlined in your proposal, and the Highway Division will then be able to take a position on the matter.

At any rate, the following steps would have to be taken in order to advance the project:

1. Executing a project agreement defining the elements of the trade, and who is going to do what work.
2. County will agree to put up money to finance preliminary engineering through design approval, or some other mutually satisfactory condition of financing.
3. Add the project to the development portion of the Six Year Program.
4. Perform the preliminary engineering.

Ed Hunter's report will follow with more detail later.

GAP:bkb
cc: (w/attachment)
H.S. Coulter
✓E.S. Hunter
R.N. Bothman
W.E. Schwartz
F.E. Terpin
J.H. Versteeg

RECEIVED
STAT HWY ENGR
JUL 24 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter
Manager, Program Section

DATE: July 10, 1984

FROM: Dale D. Allen
Region Engineer

SUBJECT: Highway 39-Olene
Southside Bypass Extension
Klamath County

PROGRAM SECTION
Manager

In a telephone conversation with Klamath County, Earl Kessler, he advised that their Road Committee and Commission were in the process of preparing their 5-year budget for highway improvement. One of these projects involves extending the existing Southside Bypass northeasterly from its connection to State Highway 39, to Olene on Highway 140. This project would involve approximately 4 miles of relocation across farmland and would include 1 railroad overcrossing and a bridge across "A" Canal.

The county is requesting some advice on how they should approach this joint County-State project. Earl mentioned that perhaps they should initially pay for the necessary EIS work and acquire the right of way with their funds. This would be followed by a request to the Transportation Commission to include the project in our development program for design.

I concurred with the County that it is not too early to begin identifying steps that a project of this magnitute requires.

Specifically, I would like your recommendations on the following questions:

(1) EIS. Assuming the County did pick up the cost for doing this work, how is the best way to have this done and what would be the cost in ballpark figures.

(2) Assuming the County would pay for the cost of the right of way, should this be starting before there is some formal commitment to include the project in our 6-Year Program.

(3) Would you recommend that the EIS be completed before the Klamath County constituents appear at our public meeting before the next 6-Year update.

From our standpoint, there are three sections of highway in this area that warrant immediate consideration for improvements in the future. One of the higher priorities would be Highway 66 from Klamath Falls to Keno. Second, is Oregon 39 from the Lakeview Junction south (past the existing Southside Bypass connection) to Henley. Next, the section of highway from the Lakeview Junction to Olene. The last project would be made unnecessary if the Bypass were extended as this route would recieve only local traffic and would revert back to the County.

81-125-1387

Contains Recycled Materials

Without EIS traffic projections, I do not have a feel for how the proposed Bypass would rank with the first two projects.

In short, what we are looking for is some direction on how to best approach one of these joint County-State projects so that the minimum amount of funds are expended before a final decision is made.

DA:mr

cc: Don THurston

Klamath Co.
421

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THOSE CONCERNED **DATE:** August 31, 1983

FROM: J R Hagedorn
John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Southside Bypass--Klamath Falls

Following are the various stages that have been developed for completion of the Southside Bypass:

(1) State to construct 2 bridges; one over the BNRR and Klamath River, one over the SPRR and Midland Hwy. FAS funds to be utilized.

(2) County to let contract for grading only from the Midland Hwy. to Washburn Way, tentatively in 1984 with County funds.

(3) County to let contract for grading only from Klamath River to Midland Hwy., tentatively in 1984 with County funds.

County will attempt to schedule (2) and (3) to coincide with the State's bridge construction schedule. County will need separate plans and specifications for (2) and (3).

(4) State to administer and FAS-C funded project from the Green Springs Interchange to Washburn Way. The project will involve grading, surfacing and paving from the Green Springs Interchange to the river and surfacing and paving from the river to Washburn Way.

JRH:br

Enclosures

CC: George Wills
Barry Hatcher
Dick Havig
Dale Allen
Earl Kessler

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

RECEIVED
OCT 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

copies: Guthrie
[illegible]
[illegible]
Husby
Klotz
Gilmour
Winsterg

PROGRAM SECTION
MANAGER [illegible] PROJECT UNIT
OCT 4 1983
MAN. ASSIST. PROGRAM UNIT
REFER TO file
FOR

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 334 MAIN STREET — 503-882-2501 — KLAMATH FALLS, OREGON 97601

September 23, 1983

Dale D. Allen, P.E.
Department of Transportation
Highway Division
Region 4
P.O. Box 5309
Bend, Oregon 97708

Dear Dale;

Thank you very much for your letter of September 20, 1983 regarding the schedule for the construction of the Southside Bypass.

The letter from John Hagedorn is correct regarding our proposed time frame and method of financing.

I hope that this letter will assist you.

Yours Truly,

Earl E Kessler

Earl E. Kessler
Director of Public Works

Hagedorn
Attach your
letter & send
letter to everyone who
may be working
on this proj.
Dale

H RGE RE RCE PLA FAE
RTE RECEIVED GEO
RUE SEP 26 1983 RDE
RSO REGION 4 RBE
ASSIGNED________

Jus 7-4-1

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Klamath County

SEE INSTRUCTIONS ON REVERSE

KEY ID# K-[illegible]

SECTION Klamath River and SPRR Str. (2)

REGION 4

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 518-1986

DATE 2/2/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		500	934 GEOLOGY		1,000
903 LOCAL GOVERNMENT			918 LOCATION		2,000	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		15,000	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		3,000
906 BRIDGE DESIGN		51,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		1,000
907 PRELIMINARY DESIGN		2,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		3,000	950 TRAINING		5,000
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		1,000	926 FOUNDATION		12,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$108,500	$ 108,500

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION $ -

FEDERAL AID PROJECT NUMBER RS-B319 (11)

ADD. AUTH. REQUIRED $ -

LOCATION ENGINEER'S REMARKS

This survey authority is requested to establish an account to charge engineering costs for design of subject structures as indicated in agreement signed 12/29/80 between OSHD, Klamath County and the City of Klamath Falls. Design and other details are described in South Side Bypass authorization prefix #518-1920.
The State shall be solely responsible for the design and construction of the structures over the Klamath River and the railroads.

1 Versteeg
Anderson
(Cy to Bud)
(Cy Macnab)
2 Edwards E
Terpin
3 Trout
(Cy Wakerlig)

RECEIVED
MAR 20 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Frank E. Terpin
DATE 2/3/83

APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X
DATE 2/11/83

RECOMMENDED, REGION ENGINEER X
DATE

APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X
DATE

RECOMMENDED, LOCATION ENGINEER X
DATE 2/9/83

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-29-80

734-1914 (7-82)

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Klamath County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION South Side Bypass
FAS B319

REGION 4

SURVEY AUTHORITY	AUTHORIZATION NO. 5	PREFIX 518-1920	DATE 2/2/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 69,730	915 AUDITS	$	$ 2,000	933 SURFACE DESIGN	$	$ 3,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		3,500	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		37,000	935 SOILS		1,500
904 CONSULTANT		61,670	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		800
905 FINAL DESIGN		15,000	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		1,100	921 SPECIFICA-TIONS		6,000	938 REGION ENVIRONMENT		1,000
907 PRELIMINARY DESIGN		4,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		10,000	923 ENVIRONMENTAL SECTION		45,000	950 TRAINING		500
910 REGION GEOLOGIST		23,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		10,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		2,000	926 FOUNDATION		38,000	980 PUBLIC HEARING		3,000
913 RIGHT-OF-WAY LIAISON		1,000	927 FREE BRIDGE DESIGN		300	917 Inventory Needs		4,500
914 REGION UTIL-ITY LIAISON		2,000	932 RAILROAD & UTILITIES		1,000	939		1,300
						TOTALS	$	$ 350,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$ 295,455
FEDERAL AID PROJECT NUMBER RS-B319(1)						ADD. AUTH. REQUIRED		$ 54,545

LOCATION ENGINEER'S REMARKS

Project now approved through P.S.&E. Document.
Work for river and railroad structures to be performed under this federal-aid program under prefix RS-B319 (1) as per agreement signed 12/29/80.

1 Versteeg ✓
Cy Anderson
Cy Adams
Cy Macnab
2 Edwards E
Terpin
3 Trout
Cy Weberlig

RECEIVED
MAR 14 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Bring Up

PREPARED BY Phillip V. Lewellyn	DATE 2/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/11/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 2/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6/15/76 10-29-80	

734-1914 (7-82)

Kla. [illegible]
Sp

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. RS-111

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-24-82

8. FEDERAL ROUTE NUMBER Secondary B319

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

WASHBURN WAY - GREEN SPRINGS JUNCTION SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Swan's December 15, 1982 letter, this will confirm the advance approval date of November 24, 1982 adding archeological salvage to the character of work for this project and authorization to proceed at a TEC of $1,350; FF $1,158, contingent upon modification of project agreement if additional funds are required.

A signed copy of the Agreement is returned herewith.

RECEIVED
STATE HWY ENGR
DEC 29 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
12/29

14. DATE 12-22-82

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,171

CONFIDENTIAL
For official use of
Highway Division Personnel Only
DO NOT DISTRIBUTE OR DUPLICATE

[illegible] 7-4-1
K. Falls
[illegible]

Oregon State
Museum of Anthropology
College of Arts and Sciences
UNIVERSITY OF OREGON
Eugene, Oregon 97403

503/686-3034

GENERAL FILES

RECEIVED TECHNICAL SERVICES
JAN 5 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

December 16, 1982

TO: Environmental Section
Highway Division
Oregon Department of Transportation
416 Transportation Building

Attention: Pieter Dykman

FROM: R. M. Pettigrew, Survey Archaeologist for Highways

SUBJECT: Report on the archaeological survey of the proposed Klamath Falls South Side Bypass, Klamath County

NOTED
E. S. HUNTER

An archaeological survey of the proposed Klamath Falls Southside Bypass in Klamath County was completed on December 7, 1982, by myself. The project area (see attached maps) is located in sections 7, 8, 9, 15, and 16, T39S, R9E, Will. Mer., at an elevation ranging from 4090 to 4200 feet above mean sea level.

The proposed project is to build a new section of highway allowing east-west traffic to bypass the city of Klamath Falls. This new section is to extend from the junction (interchange) of the Green Springs Highway and The Dalles-California Highway on the western terminus to the intersection of Washburn Way and Johns Avenue (the western end of the existing Southside Bypass truck route) on the east, a distance of 13,900 feet (highway stations 97 to 236). The roadway is to be 48 feet wide, with two 12-foot travel lanes and 12-foot shoulders, and will include a new bridge to be built over the Klamath River (Lake Ewauna) and a raised roadway and bridge over the Southern Pacific main line switching yard. This proposed section is Unit A of the long-range plan for the Southside Bypass, which will eventually connect The Dalles-California Highway (US 97) with State Highway 140 at Olene.

The project area is located in the Klamath Basin, which is a part of the Basin and Range physiographic province, characterized generally by north-trending fault-block mountains and internal drainage. The Klamath Basin is the westernmost basin of that province in Oregon and one of the few with external drainage, in this case the Klamath River and its tributaries. The Klamath Basin is flanked on the west by the Cascade Mountains, rising to a height of 9495 feet at Mt. McLaughlin, and on the east by a series of mountain ranges whose highest member is Gearhart Mountain (elevation 8,634 feet). The floor of the basin is occupied by several large lakes and marshes, the most prominent of which are Klamath Marsh in the north of the basin, Upper Klamath Lake at whose southern end is located the city of Klamath Falls, and Lower Klamath Lake (now drained) straddling the Oregon-California border. The Klamath River carries these waters westward to the Pacific Ocean, and is notable as one of only three rivers (the other two being the Fraser and Columbia rivers) that cut through the Cascade Mountains. Much of the floor of the Klamath Basin that is not occupied by lakes and marshes is exposed former lakebeds now used for agriculture, and the mountains and most of the exposed rock are of volcanic origin. Most of the project area is situated on flat surfaces with recent (within the last 11,000 years) alluvium. The only exceptions are in the western half of the project area, near the western terminus, and on the small butte on the east bank of the Klamath River. These locations are above the bottomland alluvium and show exposed bedrock and colluvial (slopewash) soils. Archaeological sites of ages more recent than 11,000 years may be exposed in the alluvial portions of the project area, though ages much more recent than 11,000 years are more probable for such sites. More ancient archaeological deposits are possible in the rocky areas, though these places appear less favorable for human habitation.

The climate in the Klamath Falls area is continental and dry, because the Cascade Mountains form a barrier to the moderating and moist air masses of the eastern Pacific Ocean. Average annual precipitation is 35.7 cm, most of which falls between October and May, and much of that as snow. Average January minimum temperature is -6.4°C, and average July maximum temperature is 29.6°C.

The natural vegetation of this part of the Klamath Basin lowlands has been considerably modified by agricultural development and introduced species. Most of the flat alluvial area is now used for pasture and cultivated in grasses; previous to development it probably was either marshland or wet natural grassland. The drier, non-alluvial areas are dominated by sparse desert shrubs such as sagebrush and rabbitbrush with a ground cover of dryland grasses. Wetland areas, with stands of bulrushes and cattails, are only occasional and small near the project area now, but probably were much larger and extensive in prehistoric times. These areas were very productive of food and raw materials for the aboriginal people of the region (the Klamath and Modoc).

Game animals that could have been hunted in the project vicinity by aboriginal people include deer, rimrock sheep, antelope, and bear. Vegetable resources such as cattail and wocus, anadromous and resident fish, and waterfowl of the Klamath River and associated marshes, however, probably would have been the primary food items attracting people to the vicinity in prehistoric times.

Soil exposure in the pastures of the eastern half of the project area was found to be poor, owing to the dense sod cover, except along the many drainage ditches. Soils there were homogeneous, gray silts. Soil exposure in the dryland areas was quite good, because the grasses were sparse.

A search of the Oregon Archaeological Survey files of OSMA indicates that 4 sites, 5 archaeological surveys and no professional excavations are recorded within ten miles of the project area. In addition, 10 ethnographically recorded sites are within that radius. The known archaeological site distribution, as well as the known locations of ethnographically recorded sites, indicates that archaeological sites in the area are concentrated along major streams and on the margins of lakes and marshes. This pattern suggests that the most probable place to find a site in the project area is on or near the bank of the Klamath River.

One unquestionable archaeological site, so far designated only as the Head Site, was found during the survey of the project area. This site is located on the east bank of the Klamath River, in the SE¼NE¼ Section 8, T39S, R9E, Will. Mer., approximately between highway stations (sta.) 134 and 139 on the proposed alignment, on top of, and on the western and southern margins of, the unnamed butte, and on the property of Glenn B. and Verna A. Head, after whom the site is named. The Heads reported to me that since they have had the property (approximately 40 years) they have recovered a large assortment of artifacts, including flakes, projectile points, mortars, and metates, as well as the remains of at least six aboriginal burials. Most of this material has been found at the western and southern base of the butte, where the soil was observed to be very dark (indicative of a prehistoric cultural deposit) and possessing considerable depth (at least one meter, probably much more). This area produced additional artifacts, shell and animal bone, and human bone on inspection during the survey. Also,a probably aboriginal stone wall was observed on the western slope of the butte, and an obsidian projectile point and numerous obsidian and cryptocrystalline silica flakes were found near the top of the butte.

It is probable that the site would fit criteria making it eligible to the National Register of Historic Places, but only subsurface testing can provide reliable information about its depth, degree of integrity, and horizontal extent. At the western base of the butte (see map) the site is on the bank of the Klamath River, but its extent to the south into the alluvial flatlands is undetermined, as is its extent to the northeast along the bank of the river and to the east away from the river.

It is recommended that a test excavation (Phase II) be undertaken in order to determine the extent, potential archaeological significance, and cost factors for possible salvage excavation, and that this work be done prior to a final alignment decision. This procedure may lead to protection of the site from construction impact, or to suggestions for otherwise mitigating the impact of construction on the site.

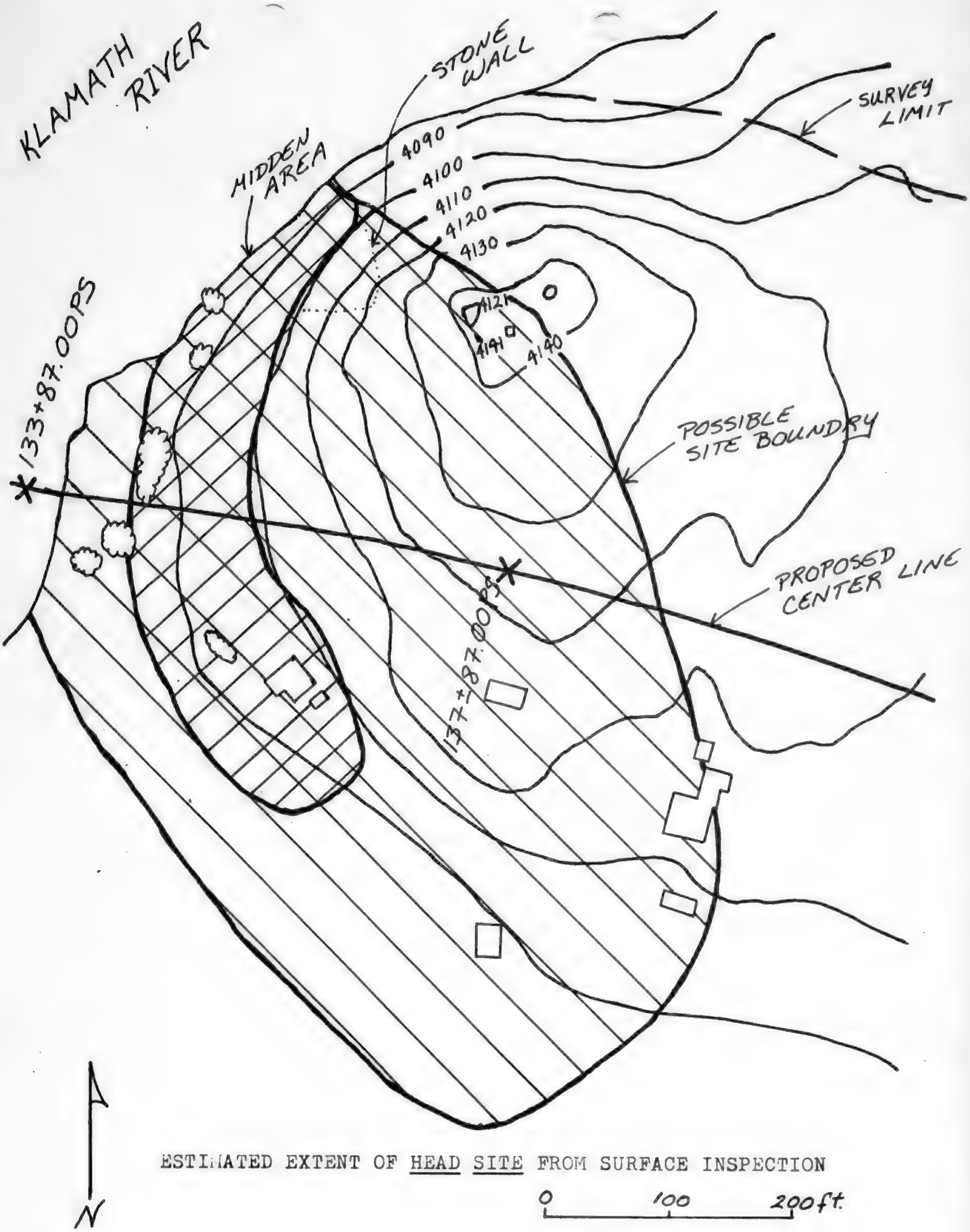
No other archaeological sites were found during the survey, but it is possible that sites that unavoidable escaped notice during the survey will be exposed during the removal of soil and vegetation by construction. In such an event, the staff of OSMA should be notified of the discovery before the remains are disturbed further. This action will satisfy the requirements of Section 105.13, Standard Specifications for Highway Construction, which stipulates that archaeological remains found during construction be properly recorded or preserved before they are destroyed.

Evidence of an archaeological site in this area may include flakes of obsidian, chert-like stone, or basalt from the manufacture of flaked stone tools; flaked stone tools such as projectile points ("arrowheads") and flaked cobbles; mortars (stone bowls) and pestles; manos (hand-stones) and metates (grinding slabs); charcoal deposits and fire-cracked rock; bones; and shell deposits.

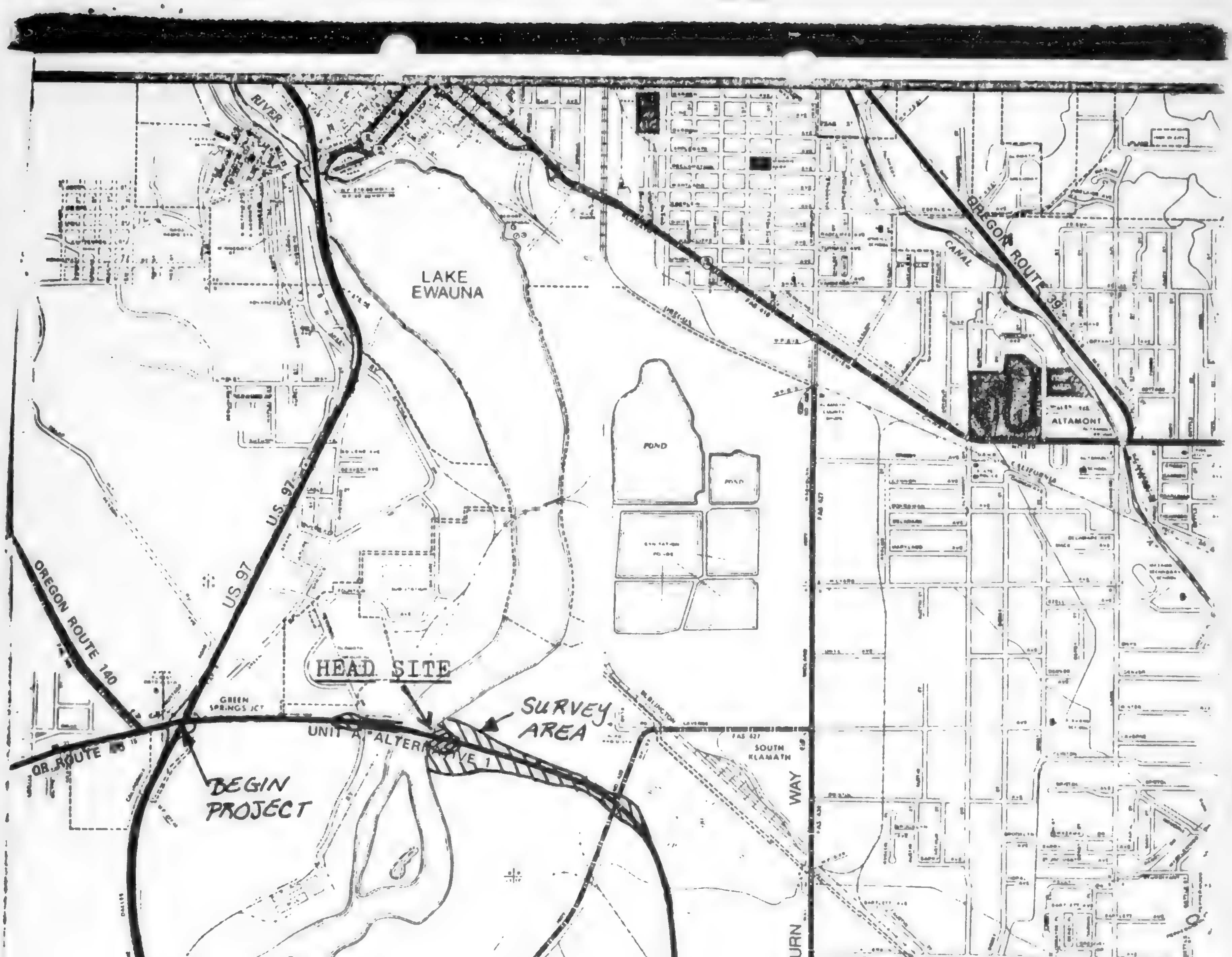
Under Oregon law (ORS 97.745). "Persons disturbing native Indian graves through inadvertence, including by construction...shall at their own expense reinter the human remains under the supervision of the appropriate Indian tribe." Failure to comply is a class A misdemeanor, and an Indian tribe has the right to file a civil action against a violator. Since Indian burials are often isolated, it is not possible to predict whether or not they will occur in the project area outside of the Head Site, where they have been reported and where evidence for them has been found. If a human burial is found during a project-related activity, first report it to OSMA so that it can be identified as Indian or non-Indian. If Indian, it should be reported to officials of the Commission on Indian Services in Salem for a determination of the appropriate Indian tribe, which in this case would probably be the Klamath tribe. If non-Indian, it should be reported to the Klamath County Sheriff.

Three fossil localities are recorded in the Paleontological Localities file of the University of Oregon's Condon Museum of Geology within ten miles of the project area. The nearest of these, and the most relevant, is a locality where ancient fish remains were found in unconsolidated sands in a lowland situation comparable to much of the project area. It is considered possible, but not likely, that such deposits will be found during construction of the project. If fossilized bones or any other fossils are found during construction, they should be sent to the Department of Geology, University of Oregon, for identification and recording. Collection data (a description of the location and deposits) should accompany the specimens. If concentrations of bone (over ten bones per cubic foot or several large bones) are found, work should be stopped at the location and OSMA should be contacted for further instruction.

Distribution:
5 - Oregon Department of Transportation
1 - State Historic Preservation Office
1 - Earl Kessler, Klamath Co. Engineer's Office
1 - Barry Hatcher, Highway Division Resident Engineer
1 - D. E. Dumond
1 - R. M. Pettigrew


KLAMATH RIVER
STONE WALL
MIDDEN AREA
SURVEY LIMIT
4090
4100
4110
4120
4130
4121
4141
4140
133+87.00PS
POSSIBLE SITE BOUNDRY
PROPOSED CENTER LINE
137+87.00PS
N
0
100
200ft.

ESTIMATED EXTENT OF HEAD SITE FROM SURFACE INSPECTION


RIVER
LAKE EWAUNA
OREGON ROUTE 39
CANAL
ALTAMONT
POND
POND
OREGON ROUTE 140
U.S. 97
U.S. 97
HEAD SITE
SURVEY AREA
GREEN SPRINGS JCT
UNIT A ALTERNATIVE 1
OR. ROUTE
BEGIN PROJECT
SOUTH KLAMATH
WASHBURN WAY
RIVER
PROPOSED SOUTHSIDE BYPASS
JOHNS
END PROJECT
HIGHWAY
UNIT A
RIVER
KLAMATH
DIVERSION
JOE WRIGHT ROAD
U.S. 97
MIDLAND
KINGSL
FIELD
0
2000
4000
Feet

TRA 7-4-1
Kla. Falls
JP

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 15, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. RS-111
Project No. RS-B319(1)
Washburn Way-Green Springs Jct. Sec.
Klamath County

I request confirmation of Mr. Arnold's verbal authorization for a program change to add archeological salvage to the subject project.

It is understodd your confirmation of the preceding request will result in authorization to proceed with the work at an estimated additional total cost of $1,350 with no obligation of Federal funds at this time. Reimbursement will be claimed on an actual cost basis.

I further request confirmation of Mr. Arnold's verbal authorization to proceed as of November 24, 1982, which is the date the University of Oregon started the work.

Attached are two copies of form "Archeology Authorization" for the project for your approval. Upon approval please return one signed copy for our files.

JLG:bks
Attachments
cc: Gary Potter
General Files

[illegible] 7-4-1
K. Falls
#2

OREGON TRANSPORTATION COMMISSION

Delegation Klamath County Public Works Dept. RE: Southside Bypass

Date September 29, 1982

Time 12:15 p.m.

Name	City or Town	Capacity
Earl Kessler	Klamath Falls	Director

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 2

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: September 27, 1982

FROM: Frank E. Terpin F.E.P.
Location Engineer

SUBJECT: Status Report
Klamath Falls Southside Bypass and
Other Highway Improvements
Klamath and Lake Counties

We have prepared this report for use by the Transportation Commission at their September 29 meeting in Klamath Falls.

Included is a status report and urban area map delineating the South Side Bypass followed by a listing and location sketch for other highway projects constructed during the last five years and those currently proposed in Klamath and Lake Counties.

FET:WNH:ge

Enclosures

STATUS REPORT

KLAMATH FALLS - SOUTHSIDE BYPASS

The Southside Bypass route has been actively planned since 1969. In 1975 the alignment was added to the Federal-Aid System in total, between ORE39 on the east and US97 on the west.

Public hearings were held for public input; right-of-way acquisition is being acquired by the State at the request and expense of the County.

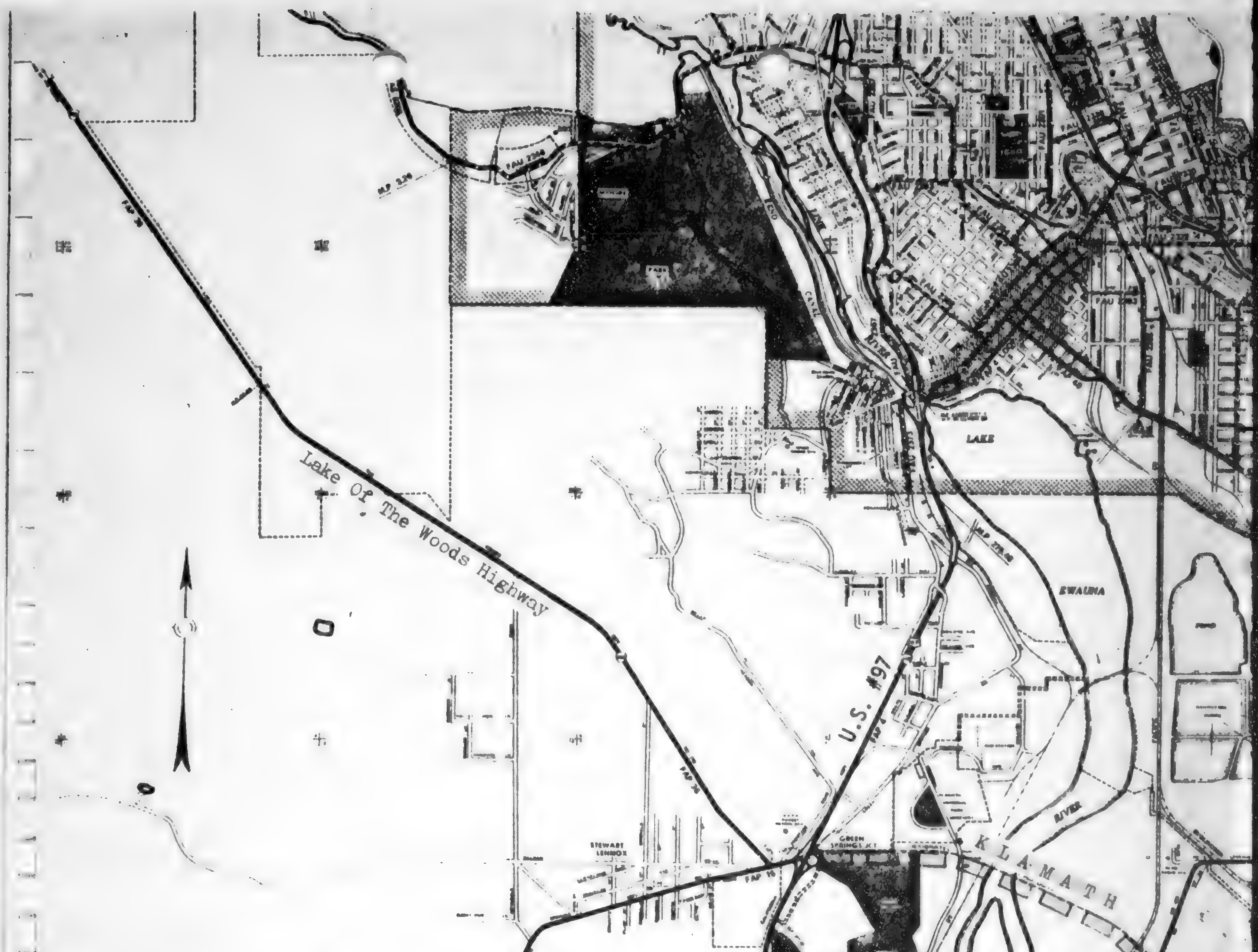
The Environmental Impact Study was completed by using consultant services while the balance of preliminary engineering is nearing completion by State Forces.

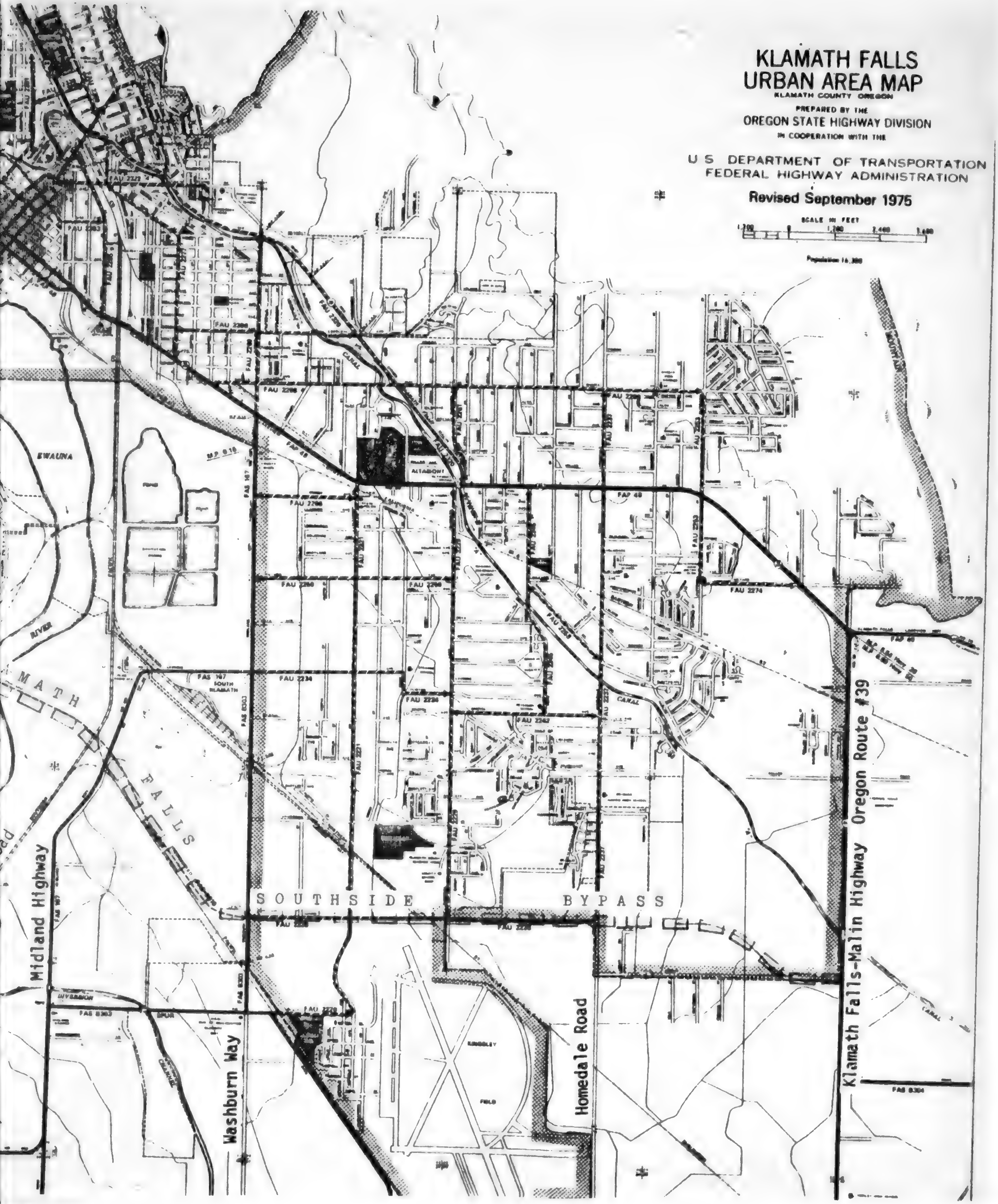
Under the date of December 29, 1980, an agreement between State, City and County was entered into regarding the particulars of the routing and projects to be constructed to bring the matter to conclusion, including exchange of roads, streets and highways between the various entities. One particular item of the agreement, namely "General Provisions," stated the following:

> "The State and County agree that the Klamath Falls Southside Bypass, estimated to be completed by or before 1987, shall be mutually constructed by State and County utilizing various funding sources. Based on available funding, it is understood that State shall be solely responsible for the design and construction of the separation structures over the Klamath River and railroads, whereas, the County shall provide funds to acquire right-of-way, and be responsible for related grading, paving and other activities, either by local funding or FASC funding as matched on a pro-rata basis."

Based on the Six-Year Highway Improvement Program, the availability of funds, and as currently programmed, the anticipated projected scheduling for the structural portion of the bypass, to be constructed by State, is set for fiscal year 1985. This means that anytime after July 1984, with available Federal and State funds, the contract bids could be called for construction. The balance of the work on the bypass, to be constructed by County, is set for fiscal year 1983, again the dates to be met will be dependent on funding sources. There is, however, a stop-hold on this project due to the limited funding availability (Klamath County currently has approximately $370,000 in Federal funds) to local government and Congressional action as to the future of the programs whereby these funding sources are derived.

The latest estimate of construction cost to complete the bypass is about $8,300,000. The structural costs (State construction) is estimated at $4,200,000 or approximately one-half the total.


Lake Of The Woods Highway
U.S. #97
KLAMATH
FAL
LAKE
EWAUNA
RIVER
Green Springs Highway
KLAMATH
Highway
The Dalles-California
Southern Pacific Railroad
Midland Highway
RIVER



KLAMATH FALLS URBAN AREA MAP

KLAMATH COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised September 1975

SCALE IN FEET
1,200
0
1,200
2,400
3,600
Population 16,380
EWAUNA
RIVER
MATH
FALLS
CANAL
ALTAMONT
SOUTH KLAMATH
FAU 2234
FAU 2274
FAU 2242
FAP 48
FAS 707
FAS 8304
SOUTHSIDE BYPASS
KINGSLEY FIELD
Midland Highway
Washburn Way
Homedale Road
Klamath Falls-Malin Highway Oregon Route #39

THE DALLES - CALIFORNIA HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
1.	Fremont Jct.-Hackett Drive	7.4 mi paving	1980	$ 2,303,000
2.	Hackett Drive - Crescent	8.4 mi paving	1981	2,369,000
3.	Willamette Jct.-Chemult	9.1 mi paving	1980	2,382,000
4.	Fuego Rd.-Forge Rd.	10.0 mi paving	1980	2,113,000
5.	Spring Creek Hill Section	0.5 mi G-P	1980	342,000
6.	Collier State Park-Willamina R.	7.0 mi paving	1978	472,000
7.	N. K-Falls Int.-Jct Green Spgs. Hwy	5.5 mi paving	1981	3,413,000
8.	Klamath Falls	Port of Entry	1979	789,000
9.	Midland-California State Line	9.0 mi G-P	under construction	3,055,000
10.	Klamath Strait Bridge	G-P-Str	1981	389,000
	Completed Last Five Years or Under Construction			$17,627,000

WILLAMETTE HIGHWAY

11.	Odell Lake-Camp Makualla Rd.	9.9 mi paving	1979	$ 1,458,000

FREMONT HIGHWAY

12.	Silver Lake-Summer Lake	26.9 mi oiling	1980	$ 1,134,000

KLAMATH FALLS - LAKEVIEW HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
13.	K-Falls/Lakeview Hwy @ Madison St.	signals	1980	$ 47,000
14.	S. 6th St. @ Gettle Ave. (K-Falls)	signals	1980	16,000
15.	K-Falls/Lakeview Hwy @ Avalon St.	signals	1980	77,000
16.	Olene-Swan Lake Road	4.3 mi G-P	study only	6,000,000
			Completed Last Five Years	$ 140,000
			Study Only	$ 6,000,000

GREEN SPRINGS HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
17.	Klamath R. (Keno) Bridge	G-P-Str	prgrmmed FY 1985	$ 3,050,000
18.	Green Spgs. Hwy @ Kerns Swamp Rd.	lt turn lane	prgrmmed FY 1985	165,000
19.	Fairhaven School-Agate Street	1.0 mi bikeway	under construction	100,000
			Projects Under Construction	$ 100,000
			Projects Programmed	$ 3,215,000

LAKEVIEW - BURNS HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
20.	Lake Abert-Valley Falls, N Unit	8.0 mi G-P	1978	$ 1,211,000

KLAMATH FALLS - MALIN HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
21.	The Dalles/California Hwy - 6th St.	4.4 mi paving	1980	$ 1,218,000
22.	Esplanada St. - Shasta Way and Shasta Way (K-Falls)	signals	1980	311,000
		Projects Completed Last Five Years		$ 1,529,000

LAKE OF THE WOODS HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
23.	Geary Canal Bridge	str repair	1981	$ 351,000

LOWER KLAMATH HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
24.	'C' Canal Bridge	structure	1977	$ 42,000

HATFIELD HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
25.	USRS Canal 'J' Bridge #2224	0.1 mi G-P-Str	1982	$ 225,000

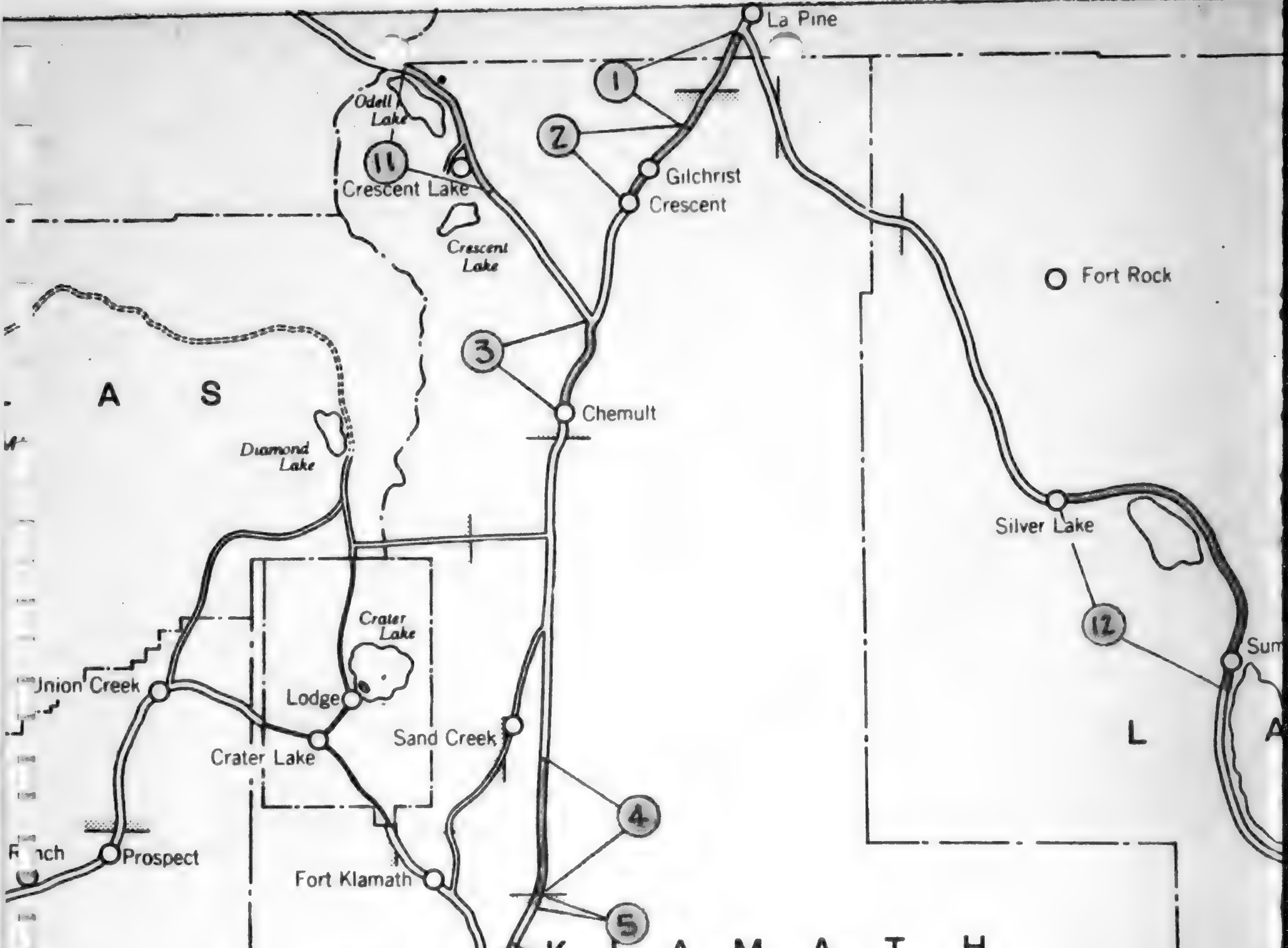
MODOC POINT HIGHWAY

Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
26.	Williamson River Bridge	0.21 G-P-Str	1982	$ 399,000

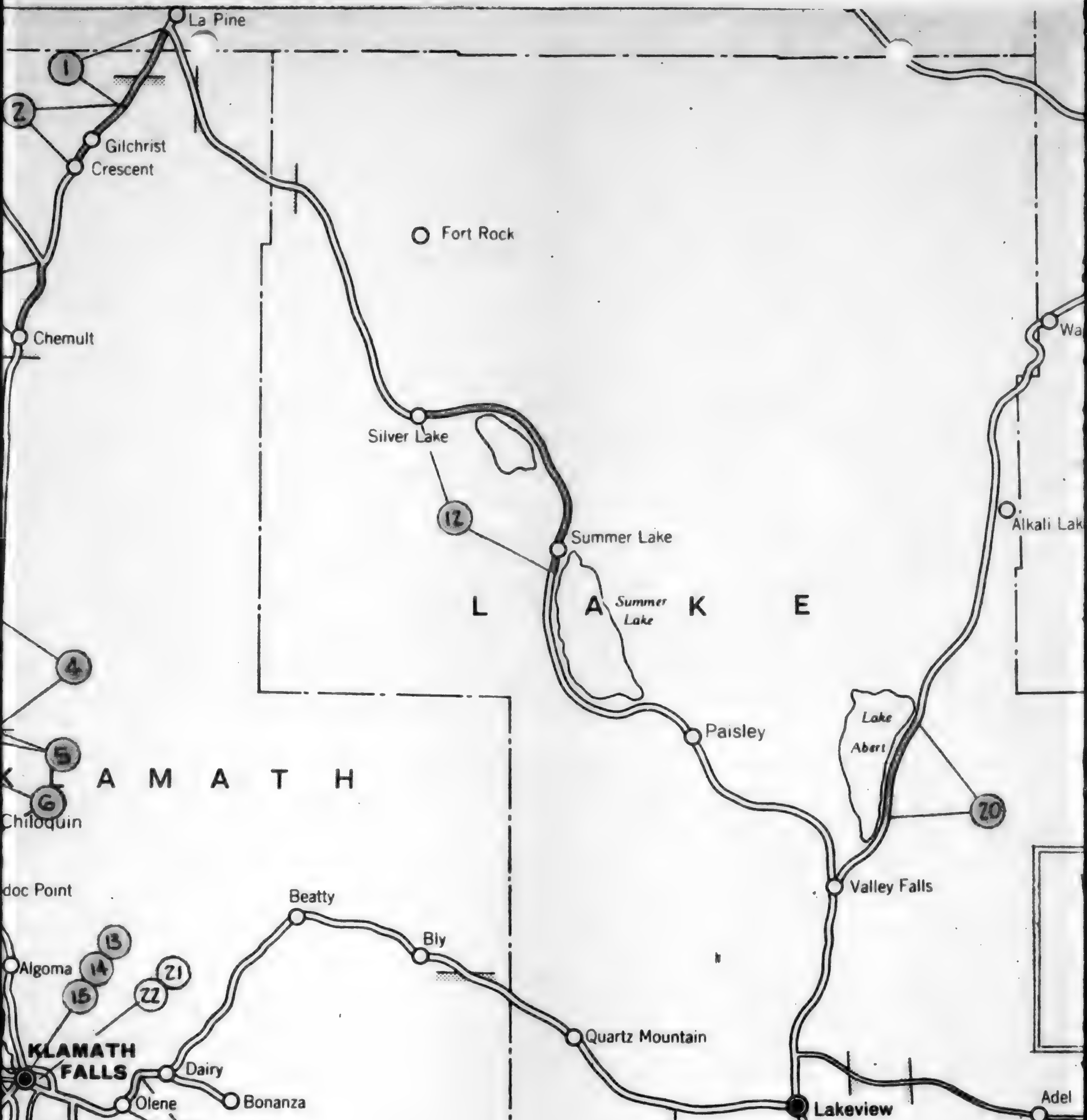
WARNER HIGHWAY

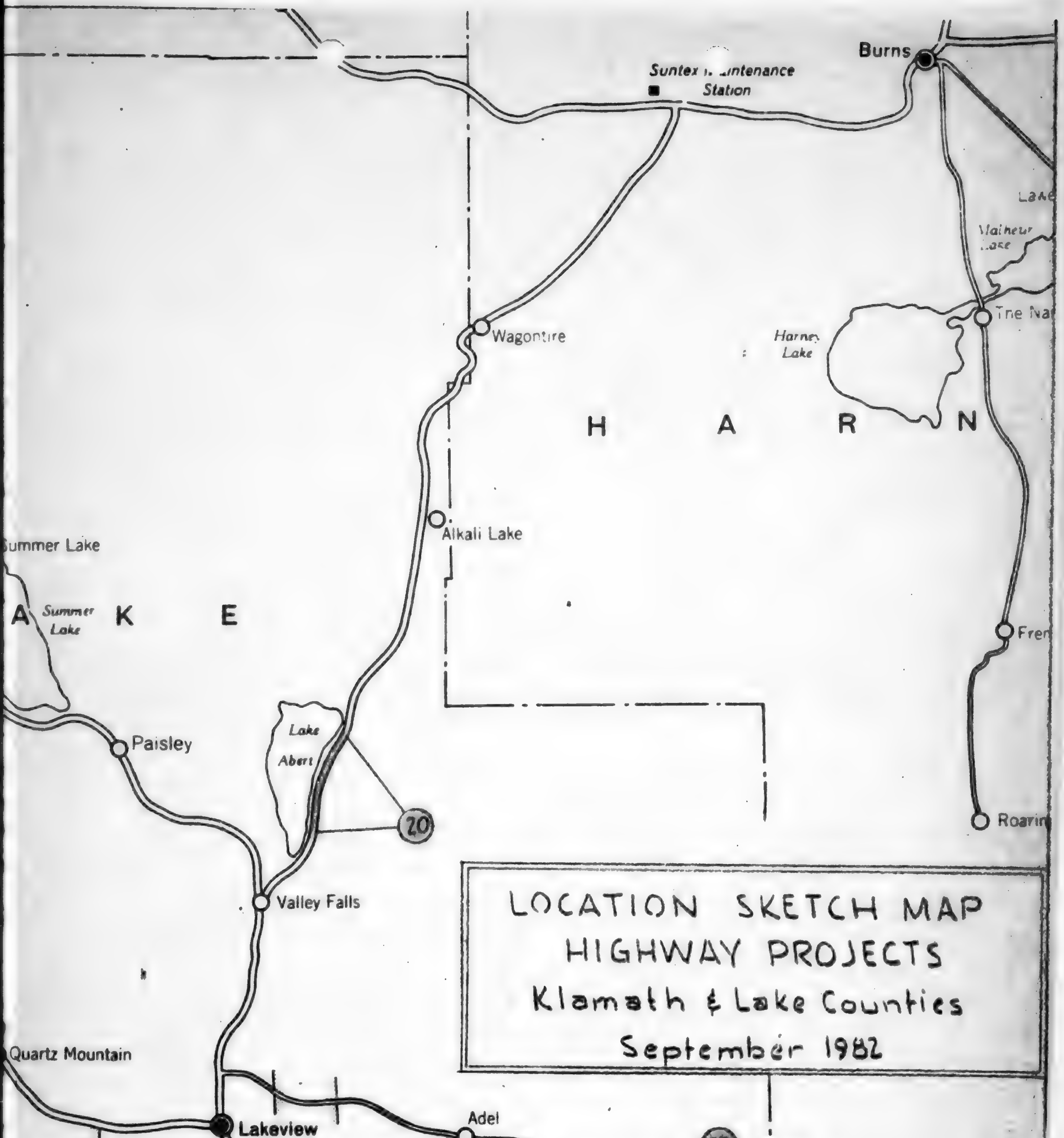
Map No.	Project	Type of Work	Status or Yr Cmpltd	Est. Cost
27.	Guano Valley (M.P. 50.2-56.9)	6.7 mi oiling	1977	$ 394,000
28.	Doherty Slide-Harney Co. Line	8.7 mi G-Oil	1980	1,036,000
		Projects Completed Last Five Years		$ 1,430,000
		Total Cost of Projects Completed Or Under Construction Last Five Years		$25,646,000
		Total Cost of Projects Programmed For Construction 1982-1987		$ 3,215,000
		Total Cost for Study Only		$ 6,000,000
		GRAND TOTAL		$34,861,000

9/27/82



La Pine
1
2
Odell Lake
11
Crescent Lake
Gilchrist
Crescent
Crescent Lake
Fort Rock
3
A S
Chemult
Diamond Lake
Silver Lake
12
Sum
Crater Lake
Union Creek
Lodge
Sand Creek
Crater Lake
L A
4
Prospect
Fort Klamath
5
K L A M A T H
Klamath Agency
6
Chiloquin
Agency Lake
26
Rocky Point
Modoc Point
Beatty
Lake of the Woods
Upper Klamath Lake
13
14
Bly
Algoma
21
15
22
23
O N
KLAMATH FALLS
7
Dairy
19
Olene
Bonanza
17
18
16
Lincoln
Pinehurst
Keno
Midland
24
8
9
10
Lower Klamath Lake
Merrill
25
Malin


La Pine
Gilchrist
Crescent
Fort Rock
Chemult
Silver Lake
Summer Lake
Summer Lake
L A K E
Paisley
Lake Abert
Alkali Lak
Wa
K L A M A T H
Chiloquin
doc Point
Beatty
Bly
Algoma
KLAMATH FALLS
Dairy
Bonanza
Olene
Quartz Mountain
Valley Falls
Lakeview
Adel
Midland
Merrill
Malin
Lower Klamath Lake
New Pine Creek
1
2
4
5
6
10
12
13
14
15
16
20
21
22
24
25


Burns
Suntex Maintenance Station
Lake
Malheur Lake
The Na
Harney Lake
Wagontire
H A R N
Alkali Lake
Summer Lake
A K E
Summer Lake
Fren
Lake Abert
20
Paisley
Roarin
Valley Falls
Quartz Mountain
Lakeview
Adel
27
28
New Pine Creek

LOCATION SKETCH MAP
HIGHWAY PROJECTS
Klamath & Lake Counties
September 1982

Tia 7-4-1
K. Falls
P. 1

OREGON TRANSPORTATION COMMISSION

Re:
Southside Bypass
Hwy 97 (K. Falls
area)

Delegation ____________

Date 9/29/82

Time 12:30 p.m.

Name	City or Town	Capacity
√Bob Kennedy	Klamath Falls	State Representative

[illegible] 7-4-1

August 19, 1981

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

AGR 3

Attention: Harold Derrah
City Recorder

Gentlemen:

Copy Agr 3

Attached for your records is a copy of "Abandonment Resolution No. 599" adopted by the Oregon Transportation Commission on August 18, 1981. This resolution removes portions of the Klamath Falls-Lakeview Highway and Klamath Falls-Malin Highway (Esplanade Spur) from the state highway system and transfers jurisdiction and maintenance responsibilities to the City of Klamath Falls.

Please bring this to the attention of the City Council.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

cc Hon. George Flitcraft
Mayor of Klamath Falls
City Hall
Klamath Falls, OR 97601

bc Don Harwell

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 5, 1981

In Reply Refer to
File No.: AGR

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Transfer of Jurisdiction
Portions of Klamath Falls-Lakeview
Highway No. 20 & Klamath Falls-Malin
Highway No. 50 (Esplanade Spur)
City of Klamath Falls

A resolution to remove portions of the Klamath Falls-Lakeview Highway and Klamath Falls-Malin Highway (Esplande Spur) from the state highway system, transferring jurisdiction and maintenance responsibilities to the City of Klamath Falls will be on the Consent Calendar for your consideration at the August meeting.

This resolution is in conformance with a supplemental agreement entered into between State and the City of Klamath Falls, dated July 27, 1981, for the immediate transfer to the City of portions of the Klamath Falls-Lakeview and Klamath Falls-Malin Highways in the downtown area.

Your adoption of this resolution is recommended.

CK:pf
bcc: F. B. Klaboe
R. Gormsen
L. W. Rulien
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
J. H. Versteeg
G. Bell
D. E. Swan
D. Allen, Region 4
J. Hagedorn, Region 4
H. Brainerd, Region 4

10,171

6-82

```
TOTAL TO DATE JOB COST SUMMARY                                               JUNE 1982        PAGE  764

                                                                                FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE
                                    517   1937    901      00 P 1     85.95           85.95          85.95
                                    517   1937    920      00 P 1      7.70CR        178.62         178.62
                                                  TOT         P1      78.25          264.57         264.57
                                                ** JOB TOTALS **      78.25  **      264.57  **     264.57  **

  SOUTH SIDE BY-PASS FAS 959    CONT NO        FA PROJ NOS RS  319001 100                                      STATE
                                    518   1920    296      00 N 9                 22,658.49CR    218,017.03CR
                                    518   1920    297      00 N 9                 18,8[illegible]0.00      18,850.00
                                    518   1920    [illegible]      00 N 9                  3,8[illegible]3.49     199,167.03
                                    518   1920    [illegible]      00 P 1     11.53CR        286.70      50,077.32
                                    518   1920    911      00 N 1                                   2,907.20
                                    518   1920    [illegible]      00 P 1                                  61,670.00
                                    518   1920    [illegible]      00 P 1                      5.10           5.10
                                    518   1920    [illegible]      00 P 1                    419.40       1,0[illegible]
                                    518   1920    [illegible]      00 P 1                                   2,9[illegible]2.66
                                    518   1920    [illegible]      00 P 1     80.90CR      1,876.64       6,[illegible]4.86
                                    518   1920    910      00 P 1     10.07CR        300.93      12,4[illegible]0.76
                                    518   1920    [illegible]      00 P 1                                   8,0[illegible].21
                                    518   1920    [illegible]      00 P 1                     88.40         2[illegible].67
                                    518   1920    914      00 P 1     14.49CR        438.07       1,0[illegible]7.51
                                    518   1920    [illegible]      00 P 1                                   1,513.03
                                    518   1920    [illegible]      00 P 1                                   3,3[illegible]0.30
                                    518   1920    917      00 P 1                                   4,3[illegible]0.22
                                    518   1920    [illegible]      00 P 1      5.71CR        167.42       8,1[illegible]
                                    518   1920    [illegible]      00 P 1                                      79.06
                                    518   1920    [illegible]      00 P 1                                       4.53
                                    518   1920    [illegible]      00 P 1                                  41,787.82
                                    518   1920    [illegible]      00 N 1                                       1.55
                                    518   1920    [illegible]      00 P 1     54.71CR      1,302.41      25,669.33
                                    518   1920    [illegible]      00 N 1                                     1[illegible].99
                                    518   1920    [illegible]      00 P 1                                     179.59
                                    518   1920    9[illegible]0      00 P 1                                   2,899.23
                                                  TOT         P1     177.41CR      4,885.07     231,[illegible]1.99
                                                  TOT         N1                                   3,[illegible]2.74
                                                ** JOB TOTALS **     177.41CR**    4,885.07  **  234,984.73  **

  SPTC XING @ CENTRAL RD        CONT NO        FA PROJ NOS RRP 452001 100                                      STATE
                                    520   1956    [illegible]      00 N 9     77.22          203.49CR       203.49CR
                                    520   1956    [illegible]      00 N 9     77.22CR        203.49         203.49
                                    520   1956    [illegible]      00 P 1                                      56.00
                                    520   1956    [illegible]      00 P 1      6.36CR        147.54         147.54
                                    520   1956    [illegible]      00 P 1       .67CR         15.53          15.53
                                                  TOT         P1       7.03CR        163.07         219.07
                                                ** JOB TOTALS **       7.03CR**      163.07  **     219.07  **

  MCKENZIE R (ARMITAGE) BR      CONT NO        FA PROJ NOS RS  465002 100                                      STATE
                                    520   1958    296      00 N 9     76.31CR      1,714.90CR     1,714.90CR
```

```
                                     517   1934     920      00 P 1
                                                    TOT      P1                  2.21CR            94.28              94.28
                                                 ** JOB TOTALS **                2.21CR**          94.28  **          94.28  **

  SPRR XING (LOWER WOLF CR RD)   CONT NO          FA PROJ NOS RS   338001 100                                            STATE
                                     517   1937     296      00 N 9             14.95CR           164.30CR           164.30CR
                                     517   1937     298      00 N 9             14.95             164.30             164.30
```

10,171

```
TOTAL TO DATE JOB COST SUMMAR                                           JUNE 1982          PAGE 764

                                                                          FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                     517   1937     901      00 P 1             85.95              85.95              85.95
                                     517   1937     920      00 P 1              7.70CR           178.62             178.62
                                                    TOT      P1                 78.25             264.57             264.57
                                                 ** JOB TOTALS **               78.25  **         264.57  **         264.57  **

  SOUTH SIDE BY-PASS FAS 959     CONT NO          FA PROJ NOS RS   319001 100                                            STATE
                                     518   1920     296      00 N 9                            22,658.49CR       218,017.03CR
                                     518   1920     297      00 N 9                            18,850.00          18,850.00
                                     518   1920     298      00 N 9                             3,808.49         199,167.03
                                     518   1920     901      00 P 1             11.53CR           286.70          50,077.32
                                     518   1920     901      00 N 1                                                2,907.20
                                     518   1920     904      00 P 1                                               61,670.00
                                     518   1920     905      00 P 1                                 5.10               5.10
                                     518   1920     906      00 P 1                               419.40           1,098.48
                                     518   1920     907      00 P 1                                                2,992.66
                                     518   1920     909      00 P 1             80.90CR         1,876.64           6,299.86
                                     518   1920     910      00 P 1             10.07CR           300.93          12,460.76
                                     518   1920     911      00 P 1                                                8,069.21
                                     518   1920     913      00 P 1                                88.40             229.67
                                     518   1920     914      00 P 1             14.49CR           438.07           1,087.51
                                     518   1920     915      00 P 1                                                1,513.03
                                     518   1920  [illegible] 00 P 1                                                3,340.30
                                     518   1920     917      00 P 1                                                4,350.22
                                     518   1920     918      00 P 1              5.71CR           167.42           8,138.31
                                     518   1920     920      00 P 1                                                   79.06
                                     518   1920     922      00 P 1                                                    4.53
                                     518   1920     923      00 P 1                                               41,787.82
                                     518   1920     923      00 N 1                                                    1.55
                                     518   1920     926      00 P 1             54.71CR         1,302.41          25,669.33
                                     518   1920     926      00 N 1                                                  123.99
                                     518   1920     927      00 P 1                                                  179.59
                                     518   1920     980      00 P 1                                                2,899.23
                                                    TOT      P1                177.41CR         4,885.07         231,951.99
                                                    TOT      N1                                                    3,032.74
                                                 ** JOB TOTALS **              177.41CR**       4,885.07  **     234,984.73  **

                                                                                                                         STATE
```

6-82

10,171

TRA 7-4

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. George
Traffic Engineer

DATE: June 19, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Truck Route, Klamath Falls

The issue of closing downtown Klamath Falls to through trucks has taken a new twist.

As you know, we have recently opened the Joe Wright Road-SouthSide ByPass truck route. Also, in the past week the City has agreed that they would take over the downtown streets at this time rather than when the SouthSide ByPass is complete. Don Harwell is preparing the appropriate agreement. When these streets become city streets, the City apparently can pass the attached draft ordinance restricting through truck traffic.

I don't see any major problems if the above actions are taken. We would have to post signs on Highway 97 at Link River Interchange to prohibit through truck traffic from taking these off ramps. Unless I have missed something, these would be the only signs we would have to install. All "downtown" signing would be done by City. Do you agree, and what should these signs say?

Attached is map showing above and copy of draft ordinance.

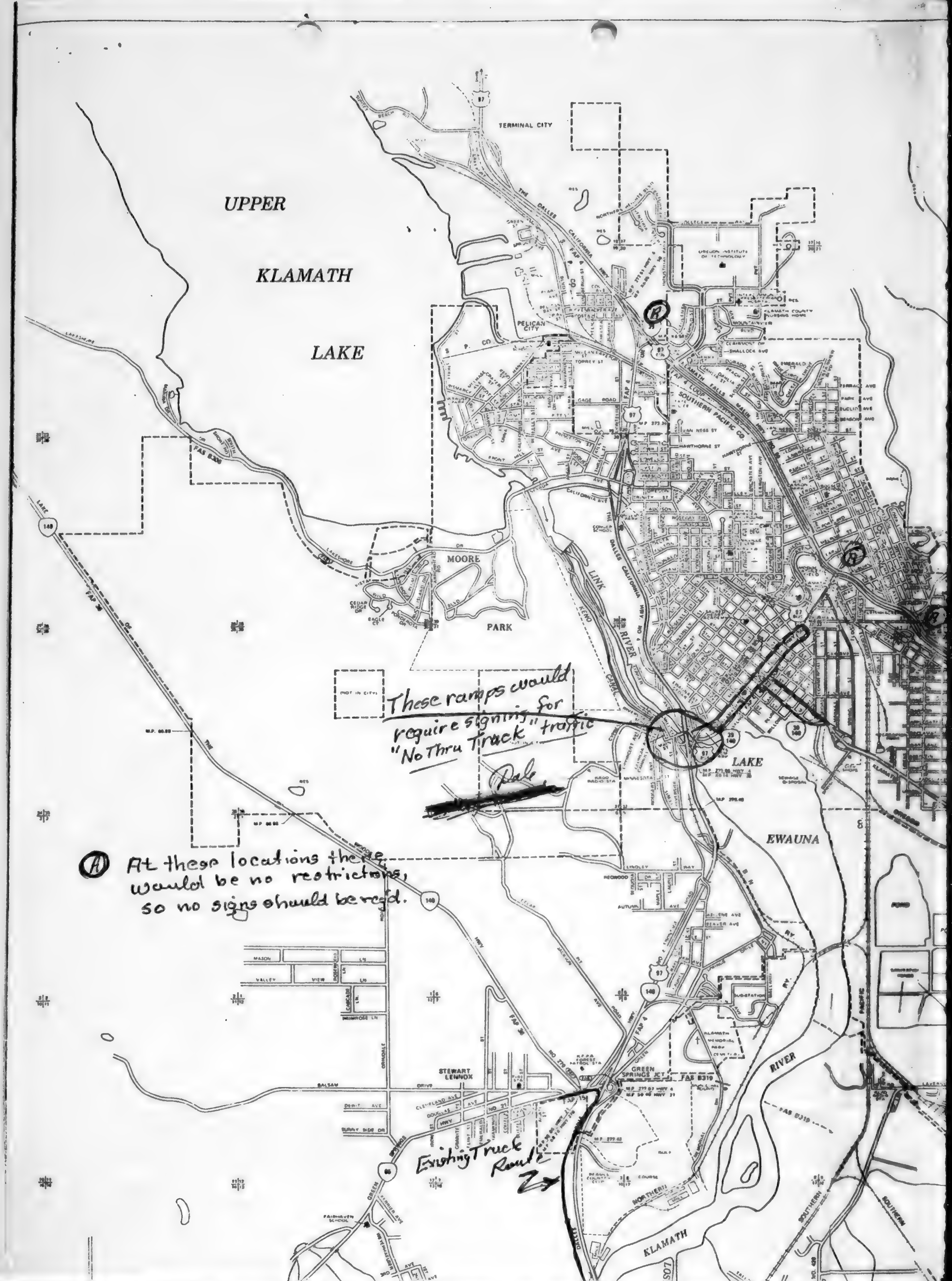
DA:mr

encl

cc: Gunter w/encl
Harwell "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑ Rp
JUN 22 1981
REFERRED TO
FOR
FILE: PM FA LG.

Don!


UPPER
KLAMATH
LAKE
TERMINAL CITY
OREGON INSTITUTE OF TECHNOLOGY
KLAMATH COUNTY NURSING HOME
PELICAN CITY
THE DALLES CALIFORNIA HWY
SOUTHERN PACIFIC CO.
MOORE
PARK
LINK
RIVER
CANAL
LAKE
EWAUNA
NOT IN CITY
KLAMATH
RIVER
GREEN SPRINGS JCT
STEWART LENNOX
BALSAM DRIVE
MASON
VALLEY VIEW
NORTHERN
SOUTHERN
97
140
39
66

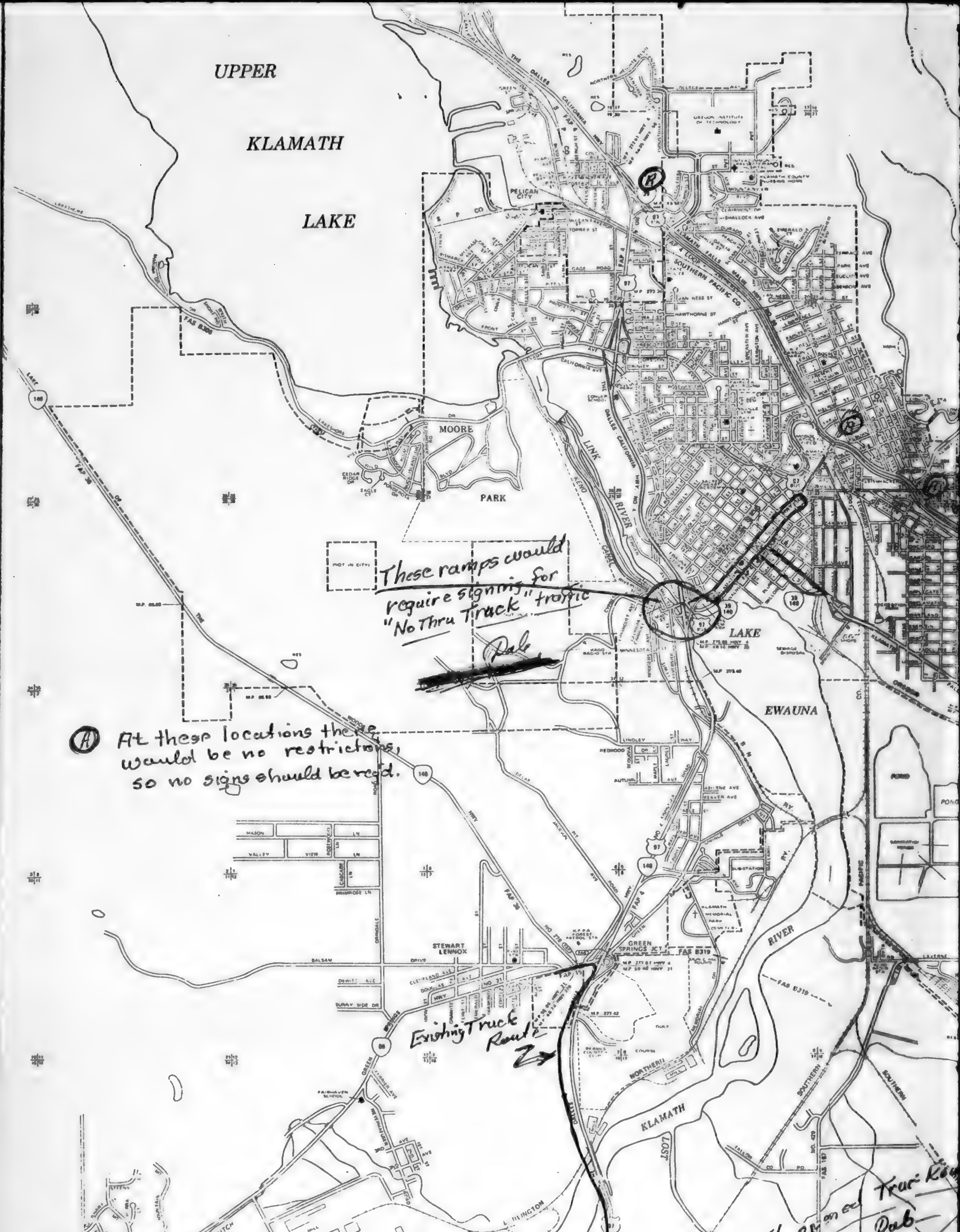
These ramps would require signing for "No Thru Truck" traffic

Dale

[redacted]

Ⓡ At these locations there would be no restrictions, so no signs should be req'd.

Existing Truck Route →


UPPER
KLAMATH
LAKE
PELICAN CITY
OREGON INSTITUTE OF TECHNOLOGY
KLAMATH COUNTY NURSING HOME
SOUTHERN PACIFIC CO
MOORE
PARK
LINK
RIVER
CANAL
LAKE
EWAUNA
GREEN SPRINGS JCT
STEWART LENNOX
KLAMATH
RIVER
DIVERSION
PLEVNA
LILLINGTON
DITCH
POND
SUB-STATION
FAS B319
FAP 4
FAP 38
140
97
66

These ramps would require signing for "No Thru Truck" traffic

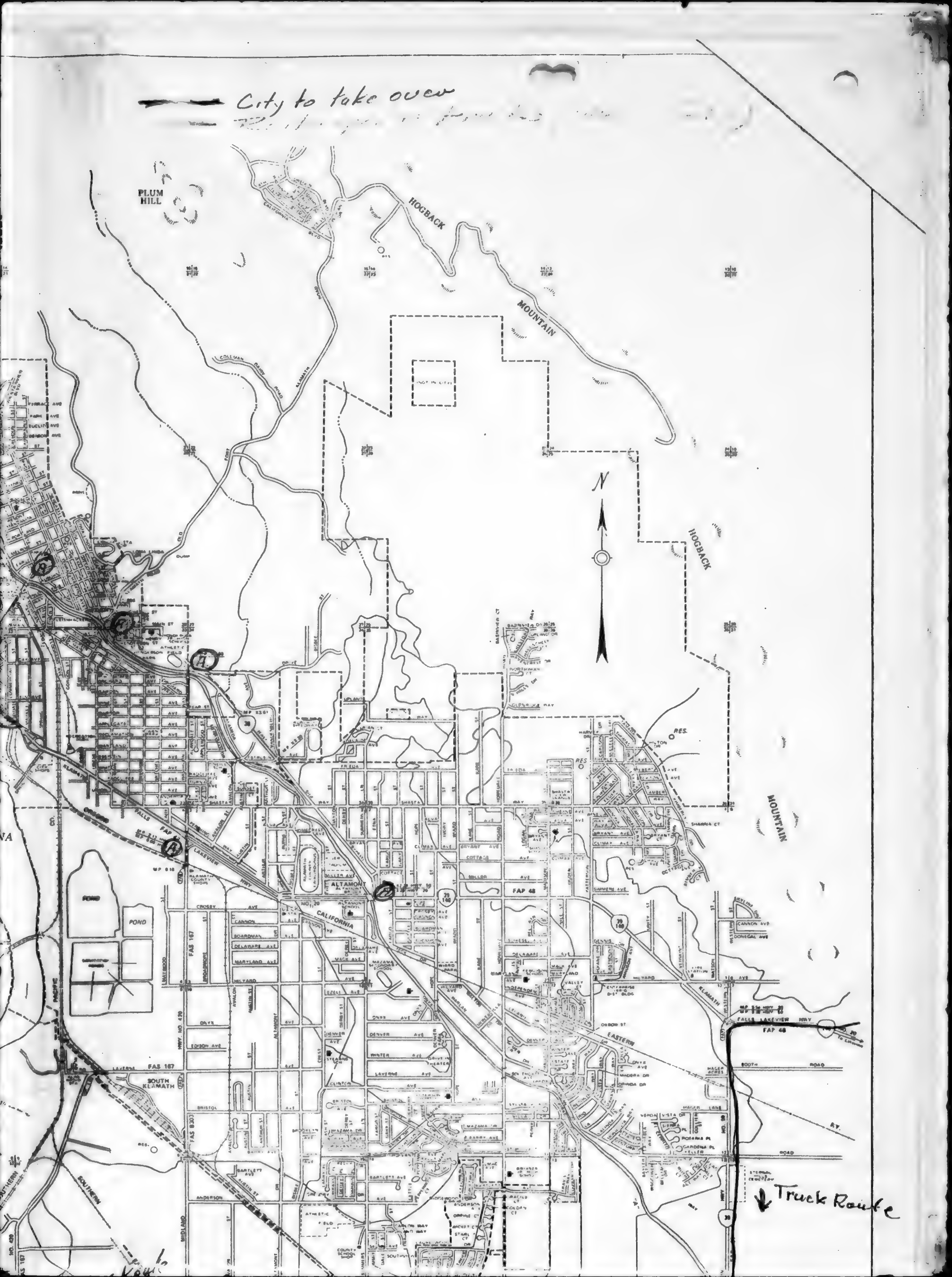
Dale

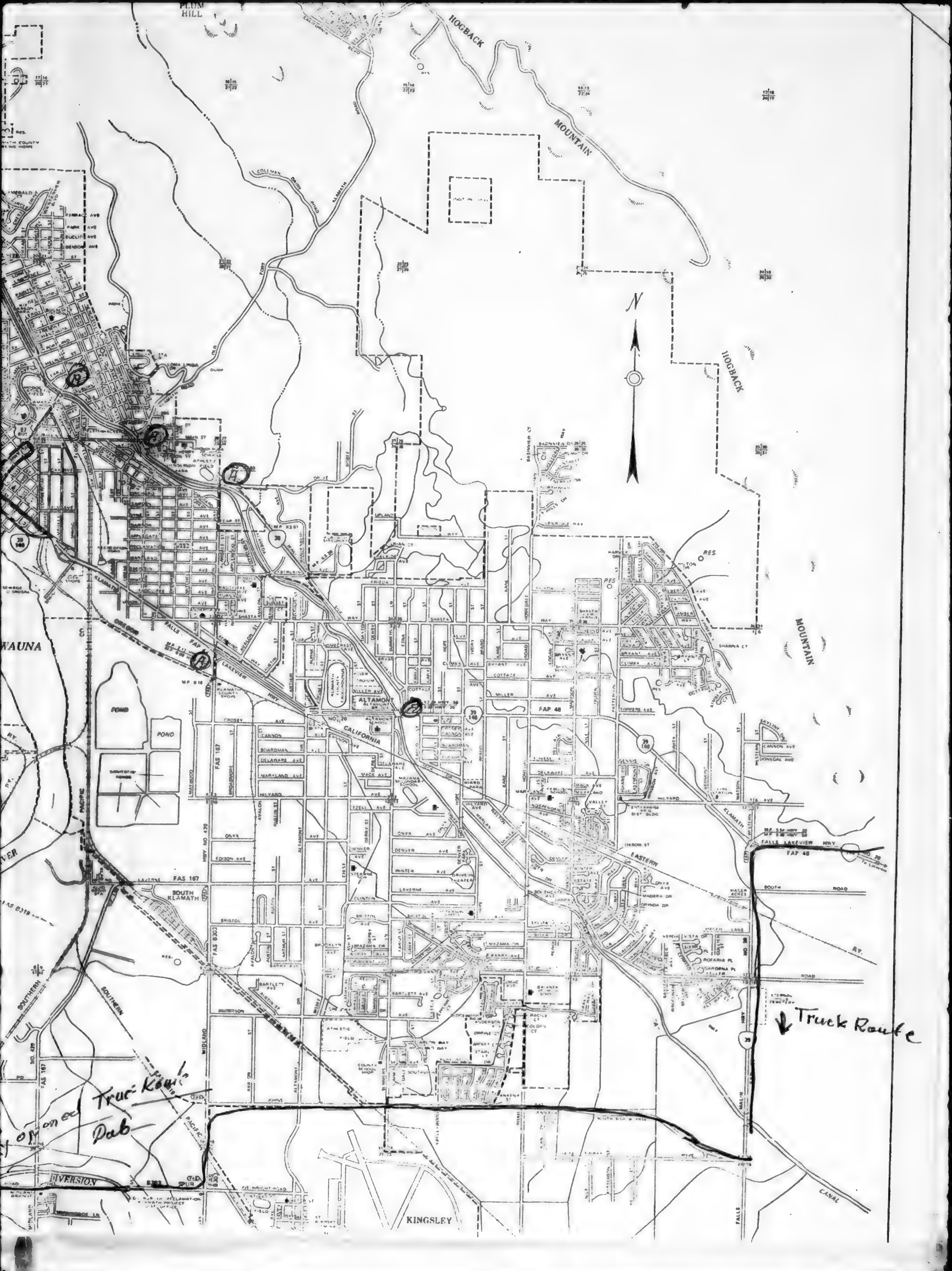
Ⓐ At these locations there would be no restrictions, so no signs should be req'd.

Existing Truck Route

Recently opened Truck Route

Dale


City to take over
PLUM HILL
HOGBACK
MOUNTAIN
HOGBACK
MOUNTAIN
N
NOT IN CITY
RES.
RES.
ALTAMONT
CALIFORNIA
FAP 48
FAS 167
LAKEVIEW
SOUTH KLAMATH
POND
POND
PACIFIC
SOUTHERN
SOUTHERN
EASTERN
KLAMATH
HWY NO. 420
MIDLAND
LAVERNE
BRISTOL
ANDERSON
CROSBY
CARSON
BOARDMAN
DELAWARE
MARYLAND
HILYARD
DENVER
EDISON
MONTELIUS
SHASTA
CLIMAX
COTTAGE
MILLER
BRYANT
BOOTH ROAD
39
Truck Route


PLUM HILL
HOGBACK MOUNTAIN
HOGBACK MOUNTAIN
N
ALTAMONT
SOUTH KLAMATH
KINGSLEY
WAUNA
CALIFORNIA
OREGON
LAKEVIEW
FALLS LAKEVIEW HWY
FAP 48
HWY NO 20
HWY NO 420
FAS 167
EASTERN
SOUTHERN
SOUTHERN
PACIFIC
DIVERSION
CANAL
MIDLAND
POND
POND
Truck Route
opened Truc-Route
Dab

TRUCK ROUTES

Klamath Falls-Malin Highway No. 55 (Kit Carson Way and Alameda)

Dalles-California Highway No. 4 (West Side Bypass)

Biehn Street - Klamath Falls-Malin Highway to Oregon Avenue

Oregon Avenue - Biehn Street to Nevada Avenue

Nevada Avenue - Oregon Avenue to Westside Bypass

Esplanade - Alameda to Spring Street

Spring Street - Esplanade to Sewer Treatment Plant

Market Street - Klamath Avenue to South 6th Street

Broad Street - Klamath Avenue to South 6th Street

Commercial Street - Klamath Avenue to South 6th Street

Klamath Avenue - Commercial Street to Spring Street

Oak Street - Commercial Street to Spring Street

Elm Street - Commercial Street to Spring Street

South 6th Street - Washburn Way to Commercial Street

Main Street - Spring Street to Alameda

Washburn Way - Alameda to O.C.& E. Railroad

RDE RCE PLA FAE
RTE RECEIVED GEO
RHE JUL 17 [illegible] RDE
RSO REGION 4 RBE
ASSIGNED________________

[illegible] for comments

ORDINANCE NO._________

AN ORDINANCE ENACTING NEW CODE SECTIONS RELATING TO TRUCK TRAFFIC ON CITY STREETS AND ESTABLISHING A TRUCK ROUTE.

WHEREAS, under ORS 487.905(1)(a), the City Council is granted the authority to restrict or prohibit the operation of certain classes or kinds of vehicles on City streets; and

WHEREAS, the majority of City streets are not constructed so as to accomodate motor truck traffic; and

WHEREAS, unrestricted motor truck traffic through the City poses a safety threat to property, pedestrians and other drivers; and

WHEREAS, the requisite consents have been obtained from the State of Oregon and Klamath County; NOW, THEREFORE

THE CITY OF KLAMATH FALLS ORDAINS AS FOLLOWS:

Section 1.

The Code of the City of Klamath Falls is amended by the addition of the following sections:

"6.175 Motor Truck Traffic Prohibited.

(1) No person shall operate any motor truck upon any public street or alley within the City unless such street or alley has been designated as a truck route under Section 6.180.

(2) Motor trucks being operated on public streets for the specific purpose of picking up or discharging goods at any business establishments or residence, or motor trucks servicing utility facilities or construction sites located on other than a designated truck route are exempt from the restriction imposed by subsection (1) above.

6.180 Truck Routes Established.

Those streets, roads, and highways located within the limits of the City of Klamath Falls, shown on attached Exhibit "A", and listed on attached Exhibit "B" are hereby designated as truck routes."

Section 2.

The Public Works Director is hereby directed to cause to be posted and maintained appropriate signs giving notice of the restrictions imposed by this ordinance in conspicuous manners and places as may be necessary to inform the public.

Passed by the Council of the City of Klamath Falls, Oregon this____day of__________________, 19__.

Presented to the Mayor and by him approved and signed this____day of __________________, 19__.

____
Mayor

ATTEST: ______________________________
Recorder

STATE OF OREGON,)
COUNTY OF KLAMATH,) ss.
CITY OF KLAMATH FALLS.)

WHEREAS, under ORS 487.905(1)(a), the City Council is granted the authority to restrict or prohibit the operation of certain classes or kinds of vehicles on City streets; and

WHEREAS, the majority of City streets are not constructed so as to accomodate motor truck traffic; and

WHEREAS, unrestricted motor truck traffic through the City poses a safety threat to property, pedestrians and other drivers; and

WHEREAS, the requisite consents have been obtained from the State of Oregon and Klamath County; NOW, THEREFORE

THE CITY OF KLAMATH FALLS ORDAINS AS FOLLOWS:

Section 1.

The Code of the City of Klamath Falls is amended by the addition of the following sections:

"6.175 Motor Truck Traffic Prohibited.

(1) No person shall operate any motor truck upon any public street or alley within the City unless such street or alley has been designated as a truck route under Section 6.180.

(2) Motor trucks being operated on public streets for the specific purpose of picking up or discharging goods at any business establishments or residence, or motor trucks servicing utility facilities or construction sites located on other than a designated truck route are exempt from the restriction imposed by subsection (1) above.

6.180 Truck Routes Established.

Those streets, roads, and highways located within the limits of the City of Klamath Falls, shown on attached Exhibit "A", and listed on attached Exhibit "B" are hereby designated as truck routes."

Section 2.

The Public Works Director is hereby directed to cause to be posted and maintained appropriate signs giving notice of the restrictions imposed by this ordinance in conspicuous manners and places as may be necessary to inform the public.

Passed by the Council of the City of Klamath Falls, Oregon this____day of__________________, 19__.

Presented to the Mayor and by him approved and signed this____day of __________________, 19__.

____
Mayor

ATTEST: ______________________________
Recorder

STATE OF OREGON,)
COUNTY OF KLAMATH,) ss.
CITY OF KLAMATH FALLS.)

I, Harold Derrah, Recorder for the City of Klamath Falls, Oregon, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance duly adopted by the Council of the City of Klamath Falls, Oregon, at a regular meeting held on the_____day of_________________, 19__, and thereafter approved and signed by the Mayor and attested by the Recorder.

____
Recorder

STATE OF OREGON **INTEROFFICE MEMO** TRA 7-4-1

Kla. Falls

TO: Frank Terpin
Location Engineer

DATE: March 20, 1981

FROM: Dale D. Allen
Region Engineer

Dale D. Allen

NOTED
E. S. HUNTER

SUBJECT: SouthSide ByPass
Klamath Falls
Right of Way

Klamath County has deposited with the state sufficient funds to acquire the remaining right of way on the above section. They do not wish to program the right of way through the Feds but will use 100 percent county funds. The project involves 17 files and it is very important to the county to move as quickly as possible with the acquisition.

Wayne Cobine advised the survey will be submitted next week and the purpose of this letter is to request that the preparation of descriptions be given high priority.

Klamath County has provided considerable assistance to the State in the past and I certainly would like to respond with prompt action on their request.

DA:mr

cc: Harold Brainerd
Wayne Cobine
John Gunter
Jerry Thackery

Copy Wakerlig 3/23

[illegible]
3-24-81

Copy to Ed Hunter 3/24/81

I plan to proceed as requested. Do you concur?

APPROVED
E S Hunter
E. S. Hunter
Date 3-25-81

cc Wakerlig
Allen
Boyd
3-25-81

RECEIVED
MAR 23 1981
LOCATION SECTION

NOTED
ROBERT R. ROUNDS

RECEIVED TECHNICAL SERVICES						
MAR 24 '81						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials
1-128-1387

SP*73603-129

TRA 7-4
Kla. Fed

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B319(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Klamath
3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. RS-111
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/23/81
8. FEDERAL ROUTE NUMBER Secondary 319
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Washburn Way - Green Springs Junction Section

11. GENERAL DESCRIPTION OF WORK

Revised actual costs for consultant

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/11/81 I approve the revised TEC for Consultant Agreement with Wilsey & Ham to $61,670 Federal Funds $58,060, includes net fee of $4,453.

(Increase in actual costs only TEC $2,215 Federal Funds $1,900)

(Above authorization does not require additional obligation of funds to project)

RECEIVED
STATE HWY ENGR
[illegible] 19'81

Orig to:
3-20-81

14. DATE 2/23/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,171

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. RS-B319(1)
Washburn Way-Green Springs Jct. Section
Klamath County

I hereby request your approval of an increase of $2,215 in total cost for work by the consultant engineering firm of Wilsey & Ham on the subject project. Your memo of June 21, 1977 approved the agreement and authorized work by the Consultant at a total cost not to exceed $59,455.

An audit has been performed on the Consultants costs which determined that costs in the amount of $61,670 were eligible as participating on the project.

Approval of the requested increase will not involve an increase in total cost or federal funds on the project as currently under project agreement.

CL:bkc

cc: R. Hacek
H. Reynoldson

Form 734-3122

10,171

518-1920

STATE OF OREG

INTER FFICE MEMO

TO: Jack Cartwright
Utility Engineer

DATE: January 16, 1981

FROM Richard O. Havig
Region Office Engineer

SUBJECT: Utility Engineering
Green Springs Junction-Washburn Way Section
Southside Bypass

On January 8, I wrote to Earl Kessler, Director of Public Works for Klamath County, in regards to utility relocation on Southside Bypass. Their reply was to request the Highway Division to assume responsibility for utility relocation on this project. I discussed this with Dale Allen, Region Engineer, and he had no objection to the Highway Division doing this work.

My question is:

1. Will there be any conflicts doing this work?
2. If Highway does assume responsibility, will we need to revise agreement?

Your comments please.

ROH:mr

encl

To: JACK CARTWRIGHT
DICK HAVIG
NOT NECESSARY TO REVISE AGREEMENT.
COUNTY'S LETTER IS SUFFICIENT FOR STATE
TO DO ALL PE INCLUDING UTILITY RELOCATION.
NEW AUTHORITY FOR SURVEY
PROVIDES $1,000 FOR UTILITIES.

RECEIVED
JAN 19 1981
RR & UTILITY UNIT

xc: Bob Prang 1-20-81

Contains Recycled Materials
25-1387

SP*75683-125

[illegible]

[illegible]

January 16, 1981

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, OR 97601

Attention: William D. Milne
County Clerk

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

copy 3
[illegible]

Attention: Harold Derrah
City Recorder

[illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement between the Highway Division, Klamath County and the City of Klamath Falls for the future jurisdictional exchange of certain highways and roads in Klamath County and the City of Klamath Falls upon completion of the Southside Klamath Falls Bypass to acceptable highway standards.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bak

Att.

bc: Don Harwell (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
51117	Mitchell, Virginia	$ 200.00
51124	Schnell, E. Stanley & Nadyne	-0-
51205	Huff, Lewis B. & Doris J.	870.00
51492	Gunther, Adolph & Martha	2,900.00
	4 Transactions	$ 3,970.00

(2) Agreement between the State, Klamath County and the City of Klamath Falls for the future jurisdictional exchange of certain highways and roads in Klamath County and the City of Klamath Falls upon completion of the Southside Klamath Falls Bypass to acceptable highway standards, as tabulated below:

Highway or Road	Future Jurisdiction	Approx. Mileage
S. Side Klamath Falls Bypass US 97 to ORE 39	State	5.9
Chiloquin Secondary Highway No. 422 M.P. 534 to M.P. 9.51	Klamath County	4.2
Lower Klamath Secondary Highway No. 423 M.P. 0.00 to M.P. 7.02	Klamath County	7.0
Modoc Point Secondary Highway No. 427 M.P. 0.00 to M.P. 12.89	Klamath County	12.9
Klamath Falls-Lakeview Primary Highway No. 20 - M.P. 0.19 to M.P. 1.00W	City of Klamath Falls	1.3
Esplanade Spur of Klamath Falls-Malin Hwy Primary Hwy. 50 M.P. Y5.10 to Y5.73E	City of Klamath Falls	0.4

The agreement also addresses the Bypass being mutually constructed by State and County utilizing various funding sources. (Local Govt.)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 29 day of December, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 12/23/80

AGR

STATE OF OREGON INTEROFFICE MEMO

NOTED — H.S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: December 18, 1980

RECEIVED
STATE HWY ENGR
DEC 19 '80
REF'D
Inves
Info

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Road Exchange Agreement
Southside Klamath Falls By-Pass Section
State, Klamath County & City of Klamath Falls

Transmitted herewith for your approval are four fully executed copies of an agreement with Klamath County and the City of Klamath Falls and a brief summary which may be used for your presentation to the Chairman of the Oregon Transportation Commission.

If satisfactory, please sign all four copies and forward to Commission Services for further processing.

- SUMMARY -

An agreement between the State, Klamath County and the City of Klamath Falls for the future jurisdictional exchange of certain highways and roads in Klamath County and the City of Klamath Falls upon completion of the Southside Klamath Falls By-Pass to acceptable highway standards, as tabulated below:

Highway or Road	Future Jurisdiction	Approx. Mileage
S. Side K-Falls By-Pass (US 97 to ORE 39)	State	5.9
Chiliquin Secondary Hwy. No. 422 (M.P. 534 to M.P. 9.51)	Klamath Co.	4.2
Lower Klamath Secondary Hwy. No. 423 (M.P. 0.00 to M.P. 7.02)	Klamath Co.	7.0
Modoc Point Secondary Hwy. No. 427 (M.P. 0.00 to M.P. 12.89)	Klamath Co.	12.9
K-Falls - Lakeview Primary Hwy. No. 20 (M.P. 0.19 to M.P. 1.00W)	City of K-Falls	1.3
Esplanade Spur of Primary Hwy. 50 (M.P. Y5.10 to Y5.73E)	City of K-Falls	0.4

The agreement also addresses the By-Pass being mutually constructed by State and County utilizing various funding sources.

CK:pf
Attachment

FASB 319

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

OTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

· IDENTIFICATION

ROJECT NAME: South Side Pypass (Klamath Falls)

IGHWAY NAME: FAS B319

HIGHWAY NUMBER:

EGION 4	ADMINISTRATIVE DISTRICT 11	COUNTY Klamath	CITY Klamath Falls
ENGTH 2.82	MILEPOST NUMBER 0.00 TO 2.8	☒ RURAL	☐ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Klamath County

YPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☒ OTHER Klamath Co. will do the grading from Washburn-Klamath R.

YPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

This project will be a new alignment from Green Springs Junction to Washburn Way. Crossing the Klamath River and B.N.R.R. at M.P. 0.9 and the Southern Pacific Mainline at M.P. 1.5. Grade separation structures are proposed at these crossings.

All preliminary engineering work will be done by State forces. Bridge Design will be done under function 927 "Free bridge design to county."

1 Versteeg ↙
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JAN 21 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

ESIGN SPEED (MPH):

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED
Location Engineer
Date 1-13-81

ORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		2- 12' LANES
SHOULDERS		2 - 2'-10' VAR.
MEDIANS		1- 16' LEFT TURN REFUGE
PARKING LANES		— — —
SIDEWALKS		— — —
BIKEWAYS		Shldr. Bikeways
INTERCHANGES		— — —
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River KLAMATH	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☐	☒

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☒	☐	☐
At Grade	☐	☒	☐
Separated	☒	☐	☐
Railroad Encroachment	☐	☐	☒
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☐	☒
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance (FAA Notice)	☐	☐	☒
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☒	☐	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☒	☐	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☒	☐	☐	Requires Photogrammetry	☐	☐	☒
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☒	☐	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☐	☐	☒

Type POWER, TELEPHONE, SANITARY SEWER

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐	☒ KLAMATH COUNTY
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(5 MONTHS)	4 MONTHS
PRELIMINARY DESIGN	( )	Compl.
DESIGN APPROVAL/FINAL EIS	( )	Compl.
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	15

RECOMMENDED CONSTRUCTION DATE ______ (Region) H.I.P. 1985 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Asphalt Concrete Wearing Course	1.5"	
Asphalt Concrete Base Course	3.5"	
Cement Treated Base	5.0"	
Lime Treated Subgrade	6.0"	

7 - TYPICAL SECTION AND LOCATION

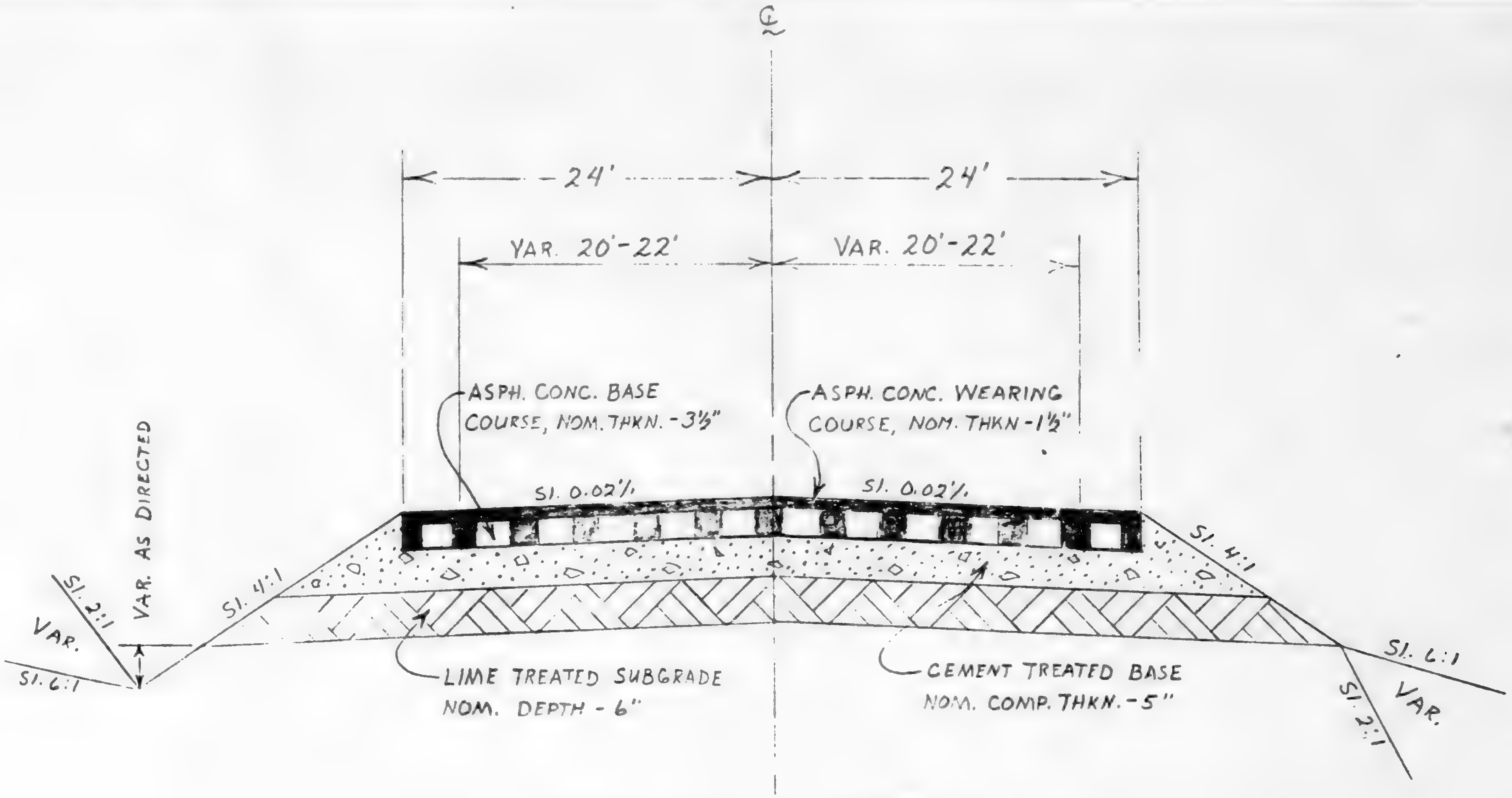
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		350.000
RIGHT OF WAY		
TRAFFIC CONTROL		65.000
ILLUMINATION		—
STRUCTURES		3.615.000
RAILROAD		—
ROADWAY		6.000.000
OTHER		
ENGINEERING & CONTINGENCIES		Incl. Above
PROJECT TOTAL w/o R/W		10.030.000

SUBMITTED BY Walter Bartel

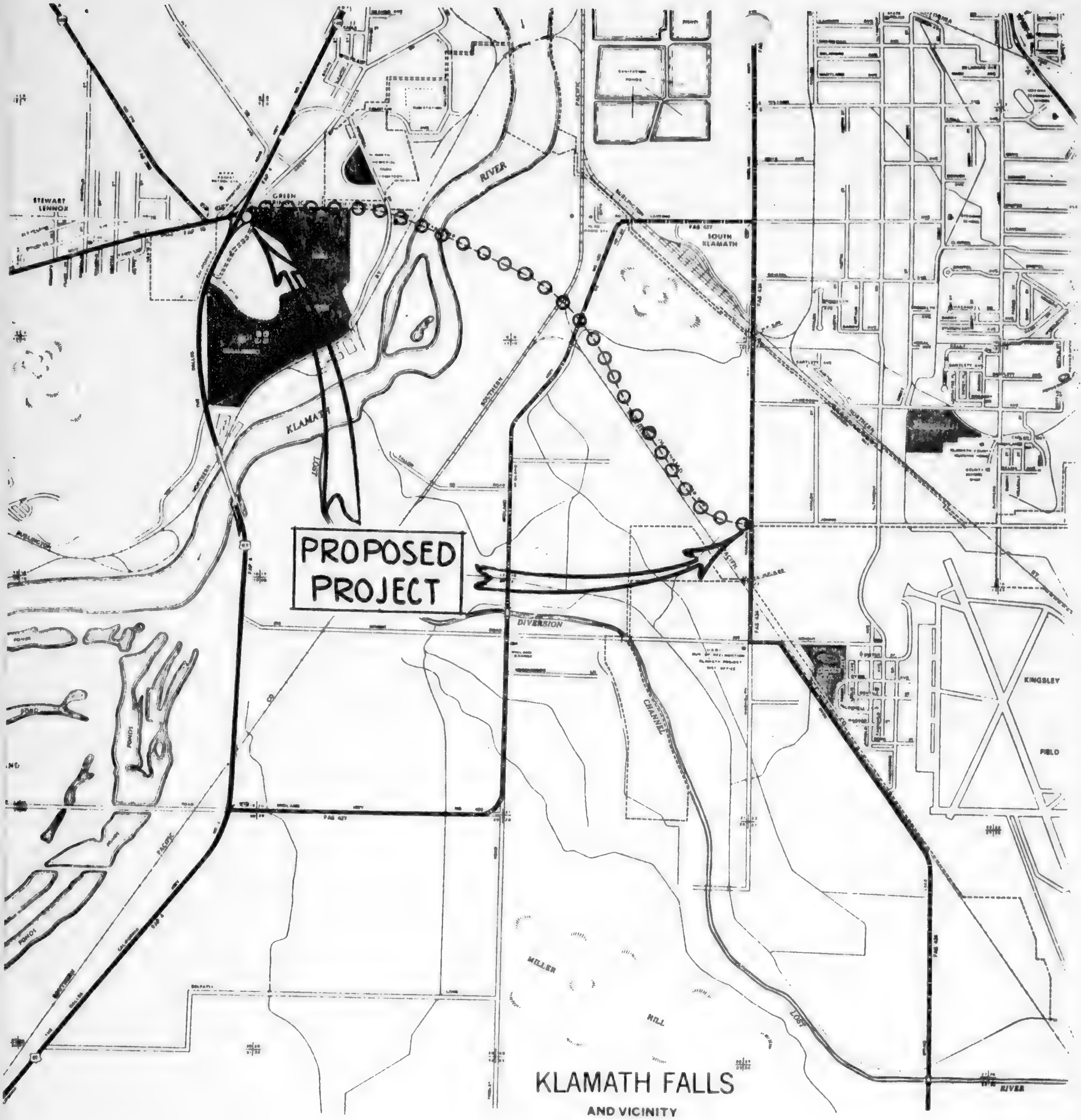
Walter Bartel, Ass't Res. Engr.



℄
24'
24'
YAR. 20'-22'
VAR. 20'-22'
ASPH. CONC. BASE COURSE, NOM. THKN. -3½"
ASPH. CONC. WEARING COURSE, NOM. THKN -1½"
Sl. 0.02%
Sl. 0.02%
Sl. 4:1
Sl. 4:1
VAR. AS DIRECTED
Sl. 2:1
VAR.
Sl. 6:1
LIME TREATED SUBGRADE NOM. DEPTH - 6"
CEMENT TREATED BASE NOM. COMP. THKN. -5"
Sl. 6:1
VAR.
Sl. 2:1

TYPICAL SECTION

South Side Bypass (K.
FAS B 319
Klamath County


PROPOSED PROJECT
STEWART LENNOX
GREEN
KLAMATH
RIVER
SOUTH KLAMATH
DIVERSION
CHANNEL
KINGSLEY
FIELD
MILLER
HILL
LOST
RIVER

KLAMATH FALLS

AND VICINITY
KLAMATH COUNTY OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised September 1975

SCALE IN FEET
1200 0 1200 2400 3600

Population 16,300

1985 The Dalles/California- 10,171
Washburn Wy. Sec. of (South Side Bypass)
@ Klamath Falls. (Gr, pv, st, & sign)#4

[illegible], 7-4-1
K. Falls
[illegible]

TRA 7

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537

TO: MEMO TO FILE

DATE: December 22, 1980

FROM: Dwayne Hofstetter
Traffic Control Engineer

SUBJECT: Southside Bypass Connection
Green Springs Junction Interchange
The Dalles-California Highway
Klamath County

Based on estimated traffic volumes, it appears that traffic signals will be warranted as part of the subject project. However, the warrants are just barely met and a review of traffic signal warrants for the subject interchange intersections will be conducted just prior to the time when we would normally start the traffic signal plans. For the present time, the signals will be planned as part of the project and a final determination as to whether to include the signals will be made after the signal warrant review.

JH:ds

cc: D. D. Allen
J. E. Holcomb
A. D. Olson

___ Versteeg
___ Anderson
___ Christensen
✓ Olson ADO
___ Sullivan
___ Terpin
___ Trout
___ Wakeriig

RECEIVED
DEC 23 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
Bring up ____/____
Action ____

Contains Recycled Materials
81-125-1387

SP*75683-13

10,171

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 18, 1980

In Reply Refer to File No.: ACC

Klamath County
Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

518-1920-295

B319(1)

Attn: Mr. Earl Kessler
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Washburn Way-Green Springs Junction Section, FAS-B319, Project No. RS-B319(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$350,000.00
Federal Funds	300,300.00
BALANCE	$ 49,700.00

Local Share: 1/2 of $49,700.00 = $24,850.00

The attached sheet defines three options for making the payment of the County's share. Please select the option you desire and submit your payment accordingly.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

RECEIVED
DEC 22 1980
PUBLIC WORKS DEPT.

Form 734-3122

Fin 7-4-1
K. Falls
Sp.

STATE OF OREGON **INTEROFFICE MEMO**

BEND, OR 97701

TO: Dale D. Allen
Region Engineer

DATE: December 10, 1980

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Green Springs Interchange
South Side Bypass

In reviewing the revision plan, I have the following comments:

1) The alignment of the bypass appears to be satisfactory as long as the grade can be altered and the appropriate lanes constructed, which has been shown.

2) Adjustment of the "B" line ramp is in order, as shown, and as previously recommended.

3) Abandoning the old roadway and providing a right angle connection is acceptable for the old Green Springs Highway.

4) Changing the "C" line ramp is not appropriate as shown. I recommend that a minor shift be made as shown on the attached layout sheet. This change provides improved traffic movement by providing 2 lanes at the intersection point and tapering out of 2 lanes about 400 feet up the ramp.

also eliminates some excavation on "C" Line.

5) The traffic projections may warrant a traffic signal for the "C" - "D" line intersection, but the signal should not be installed until after actual traffic counts can be taken of the completed intersection.

Olson please have traffic look at your design
Karl

Done

1 Versteeg ✓
Anderson
Christ...
2 Olsen
Sullivan
Terpin
T...
Waker...

RECEIVED
DEC 11 1980
ROAD DESIGN SECTION

Do...
Retur...
Brin...
Actio...

WC:pw
Enclosure

A.D. Olsen

We concur with the interchange design except for the minor items noted above. Signals should not be installed until later.

Bob Pool
12-10-80

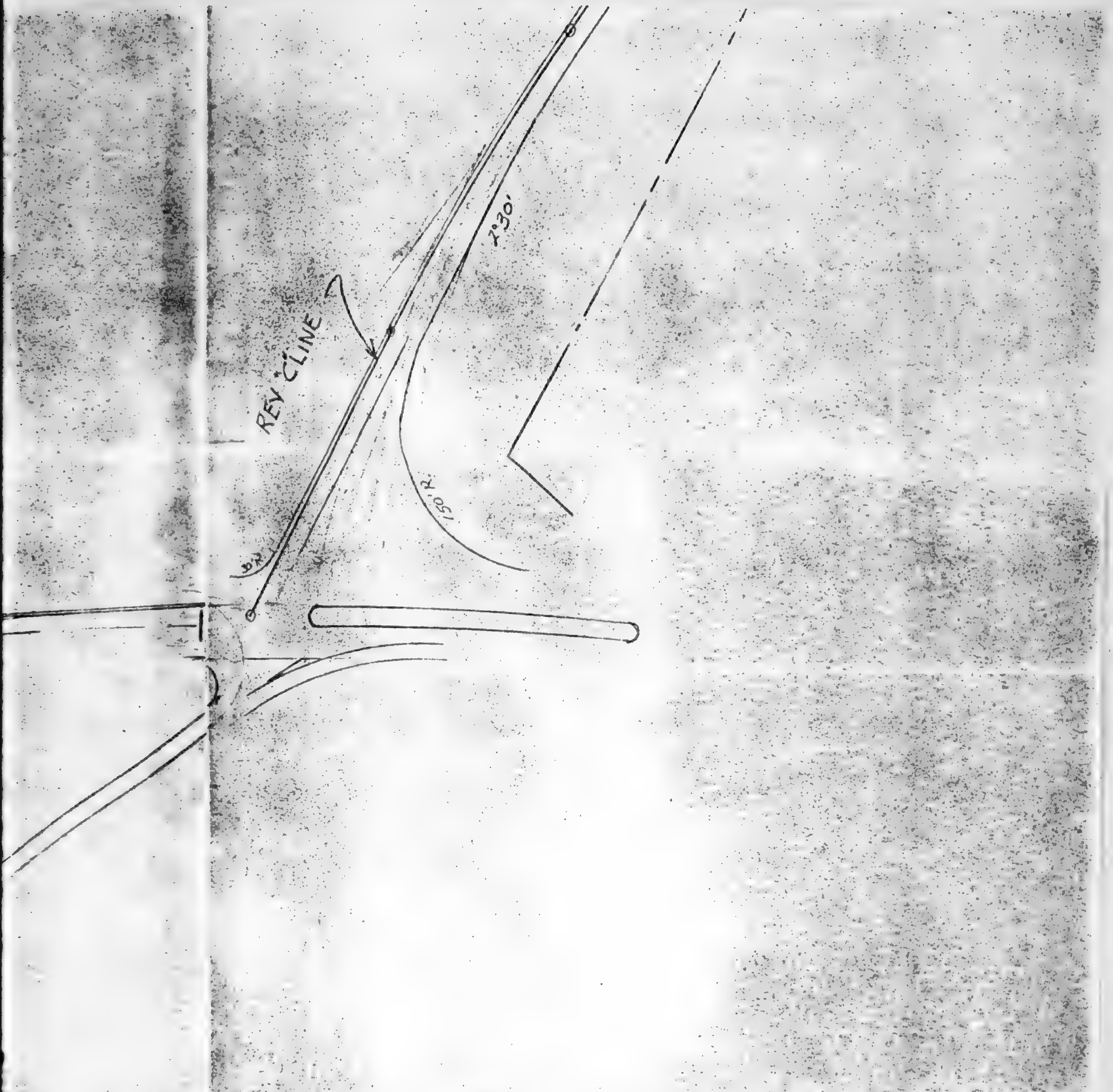
Revised approx as suggested.

Contains Recycled Materials
81-125-1387

SP*75683-125

cc: A. D. Olsen ✓

'D' LINE
ACCESS


REV. C LINE
7°30'
150' R.
30' R

OVERLAY
Green Springs Interchange

10,171.

Form E-39 (Rev. [illegible])

OREGON STATE HIGHWAY DIVISION

CLIFF

AUTHORITY FOR SURVEY

Section The Dalles/California Hwy-Washburn Way

Date November 21, 1980

Highway FAS B-319 (Southside Bypass)

Authorization No. 3

County Klamath # 18

Survey Prefix 518-1920 (Assigned by Salem office)

Description of termini, route, length, etc.:

From MP 0.00 to MP 2.80 on the new proposed alignment.

This project will be a new alignment from Greens Springs Junction to Washburn Way. Crossing the Klamath River and B.N.R.R. at MP 0.9 and the Southern Pacific Mainline at MP 1.5. Grade seperation structures are proposed at these crossings.

All preliminary engineering work will be done by State forces. Bridge Design will be done under function 927. This work is a modification of the work originally approved under Authority No. 1 in that State will now perform preliminary engineering instead of County forces. This will also require modification of existing State - County agreement

Purpose of Survey:

Perform preliminary engineering to provide Plans, Specifications, & Estimate for a new construction project for the County using FAS-C funds.

RS- B-319(1)

Estimate of Costs:

Resident Engineer	(901)	$55,000			
Consultant Fees	(904)	59,455			
Final Design	(905)	1,000	Recon. & Hydrology	(918)	15,000
Bridge Design	(906)	1,000	Project Management	(920)	1,000
Preliminary Design	(907)	10,000	Specifications	(921)	1,000
R/W Descriptions	(909)	1,000	Adm. Serv. (Eng.)	(922)	1,000
Soils & Geology	(910)	16,000	Environmental	(923)	42,000
Traffic	(911)	10,000	Foundation Investigation	(926)	10,000
R/W Liaison	(913)	1,000	Free Br. Design to County	(927)	0
Utility Liaison	(914)	1,000	Trianing & Seminars	(950)	5,000
Photogrammetry	(916)	4,000	Public Hearings	(980)	3,000
Inventory Needs	(917)	5,000	Audits	(915)	2,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 244,455
Previous authorization	113,600
Additional authorization requested	130,855
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Phillip V. Lewellyn

original signed by Walter [illegible] Field Engineer

Recommended for Approval: Bruce D. E. Perpen Location Engineer

Recommended for Approval:

original signed by Robert [illegible] Regional Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

10,171

Tra 7-4-1
K. Sallo
2P.

ROAD DESIGN SECTION

DES 16-1

Dale Allen
Region IV Engineer

November 17, 1980

aDOlson
A. D. Olson
Preliminary Design Engineer

South Side Bypass Connection
Green Springs Interchange
The Dalles-California Highway
Klamath County

Enclosed are three prints of the revised Green Springs Interchange for your review. The alignment through the interchange has been revised to connect to the proposed South Side Bypass.

Width for storage has been added on the "D" line and the "C" line has been moved easterly to fit the signal.

Copies of our working data have been enclosed to assist you in your review and for the Resident Engineer's use if this pattern is acceptable:

2 prints proposed profile and cross-sections

1 print each Sheet 6, 6A, 6B, 6C and 6D with revised plan (overlay) and profiles

1 print each of 6 as-constructed bridge plan sheets

1 print field plan with alignment on vellum overlay

Your comments or suggestions would be appreciated at an early date.

ADO:ja

Enc.

cc L. E. George w/plan
Walt Hart "
FHWA "

✓ Versteeg ✓
Anderson
Christenson
...ton
Sullivan
Tarpin
...
Wukerlig

RECEIVED
NOV 1 1980
ROAD DESIGN SECTION

Ditto File ☐
Return To
Action

[illegible]
Kla. Falls
St.

TRA 7

DATE: November 17, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Truck Route
City of Klamath Falls
Klamath County

Klamath County and the City of Klamath Falls have requested that a truck route be established around the south side of Klamath Falls. The City and the County have approved the proposed truck routing as shown on the attached map.

The route will keep most of the truck traffic away from the downtown area. Before the signing can be installed, a bridge construction project to replace a wooden bridge on Joe Wright Road will have to be completed. The project is presently scheduled for our December 1980 contract letting and will hopefully be completed before April 1981.

As this involves routing truck traffic over The Dalles-California and Klamath Falls-Malin Highways, your concurrence is recommended for the establishment of the truck route and authorization is requested to sign the necessary documents.

This matter will be on the consent calendar for your consideration at the November 25 meeting.

Attachment

RTS:jrb jh
bc: F. B. Klaboe
R. W. Gormsen
L. W. Rulien
D. H. Moehring
R. L. Schroeder
C. T. Keasey
E. S. Hunter
J. L. Sollis
J. H. Versteeg
L. E. George
D. D. Allen
George Bell

STATE OF OREC N **INTE OFFICE MEMO**

RECEIVED
STATE HWY ENGR
SEP 29 '80
REFER TO George
FOR
Info | Inves | R/D | B/R | Sign | Act | File

TO: L. E. George
Traffic Engineer

DATE: September 26, 1980

FROM: Dale D Allen
Dale D. Allen
Region Engineer

9-29

SUBJECT: Truck Route
Klamath Falls

when you're ready
pls discuss w/me
K

On September 22, 1980, I met with the City Manager of Klamath Falls (Jim Watson), County Commissioner Floyd Wynne, and their engineers and attorneys on the issue of truck routes in Klamath Falls.

There obviously was confusion as to what we consider a truck route and what they are attempting to accomplish (namely keeping all heavy trucks out of downtown). They are actually requesting three different concepts to accomplish this objective.

(1) They want to route ORE 140 (Medford) traffic to ORE 140 (Lakeview Highway) via the South Side ByPass and likewise the Lakeview traffic destined south on US 97 or west on 140 to Medford over the same route. This complies with the intent of the truck route law and I feel can be supported and satisfactorily signed. (Suggested signing plan attached)

(2) They want to prohibit NB US 97 traffic (except Modoc Lumber?) from entering the business district from the Link River (City Center) exit. Their alternate for the NB trucks would be a very circuitous route. They were not sure whether this was all trucks, through trucks, or all trucks except Modoc Lumber and delivery trucks. At any point, I explained, this was totally beyond the intent of truck route signing on a State Highway and something to my knowledge we had never done. This concept was to sign an alternate truck route into a city core vs. an alternate route around a core area and back to a state highway. The signing, even if the route was satisfactory, would be unbelievably complicated. They were advised this just was not practical and I could not support the request.

(3) Their third concept was similar to the above in that they wanted to "round up" all trucks that made stops in the core area and route them back to the State Highways on routes that avoided Main Street. Again, because the trucks could be starting from Safeway, a lumber company, the industrial area, etc., the signing necessary to cover all the alternatives just would not be feasible. They were advised we could not support this request. Some assistance along this line may be considered at South Sixth and Washburn Way by adding (to - US 97 - south) shields' to the existing signing for Washburn Way. This would direct traffic to the existing signing for Washburn Way. This would direct traffic on Sixth out to the ByPass if they wished to avoid the core area (autos and trucks).

RECEIVED
SEP 29 1980
TRAFFIC ENGINEERING

While these officials were not particularly happy with our position, they felt that if we could sign the South Side ByPass as discussed in (1), this may provide the necessary relief. They also have reached a tentative agreement with Modoc Lumber to avoid Main Street.

Please review the attached sign plan and if you concur in the route, return a copy to this office with your recommendations so we can review it again with these officials before we officially request the State Highway Engineer's approval.

Because of a county bridge job scheduled on Joe Wright Road (temporary route of South Side ByPass) this road will be closed from December to March. The actual signing of the route would not take place then until after March.

I recommend we establish this truck route. When the ByPass is completed, it will become ORE 140 and be removed.

They were advised I would get back to them in two weeks with a sign plan.

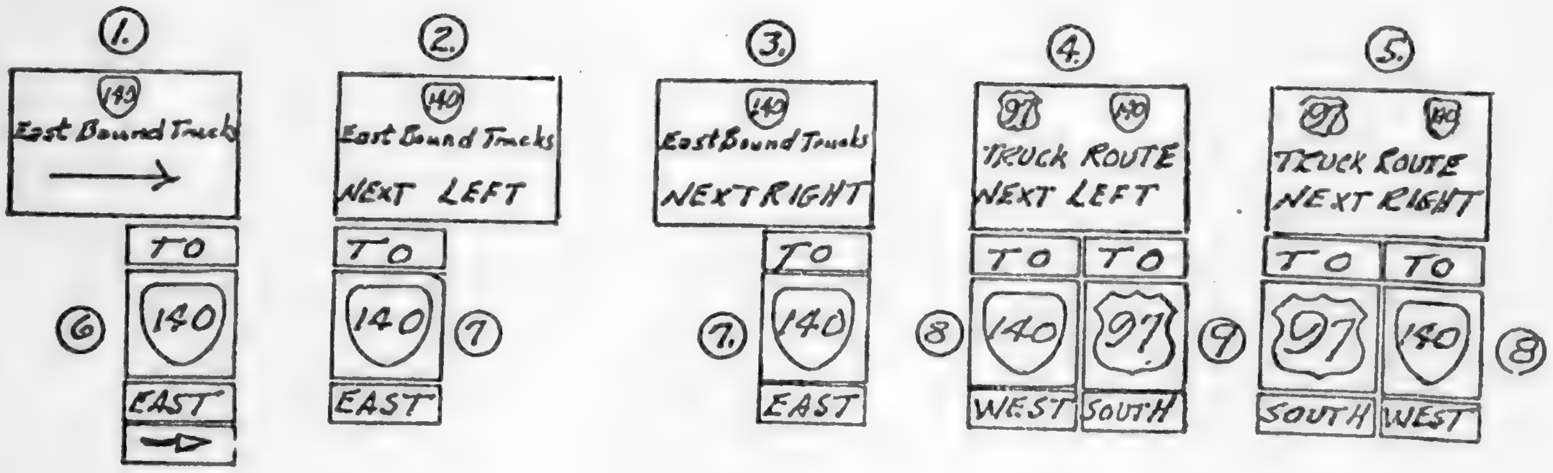
DA:mr

encl

cc: H. S. Coulter
    John Gunter

Suggested Sign Plan
South Side ByPass Truck Route
Klamath Falls

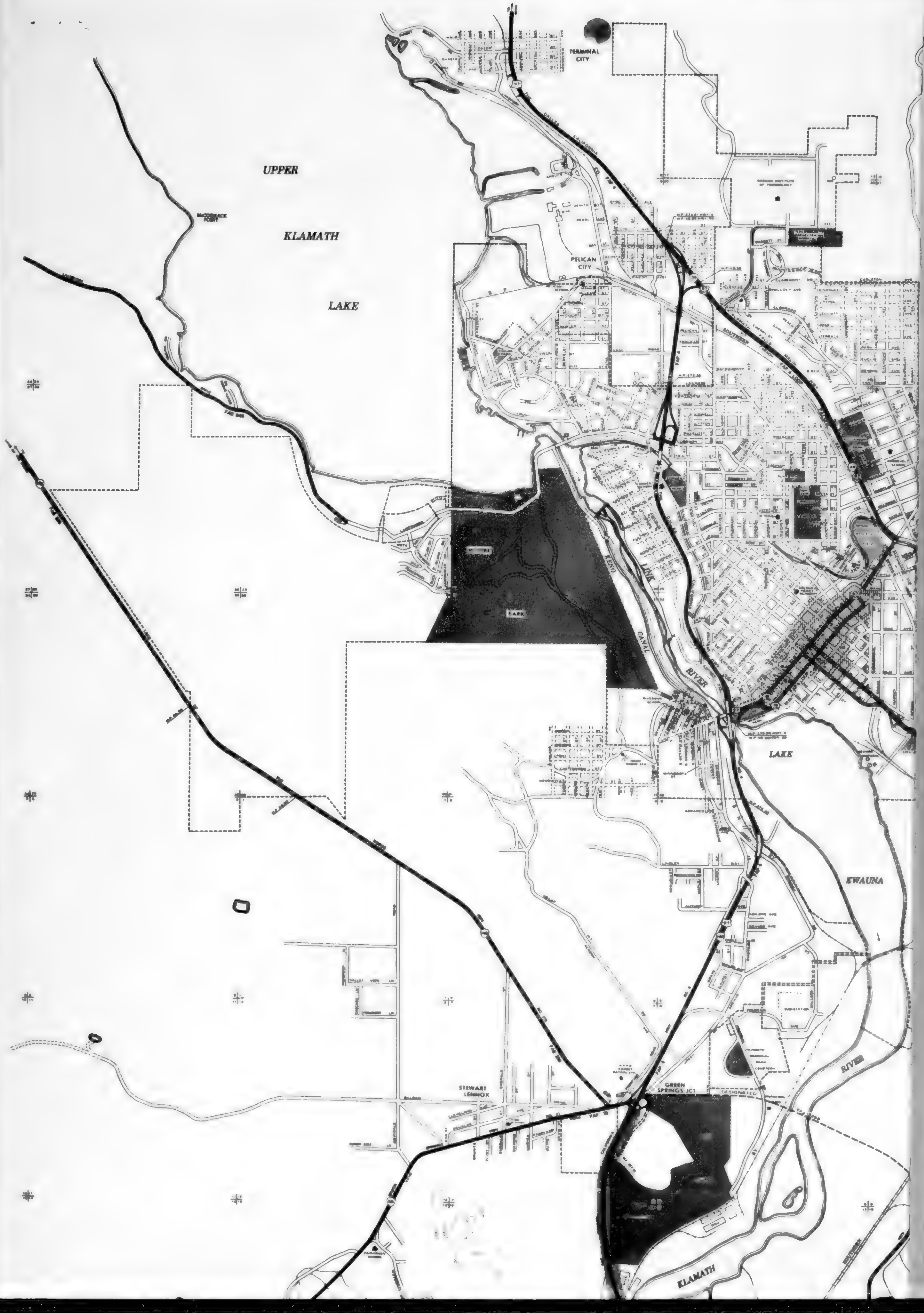
All signs to be white on black similar to R13-1 (Sec. 2B-36) MUTCD with appropriate route shields. Signs on county system will be installed by county.

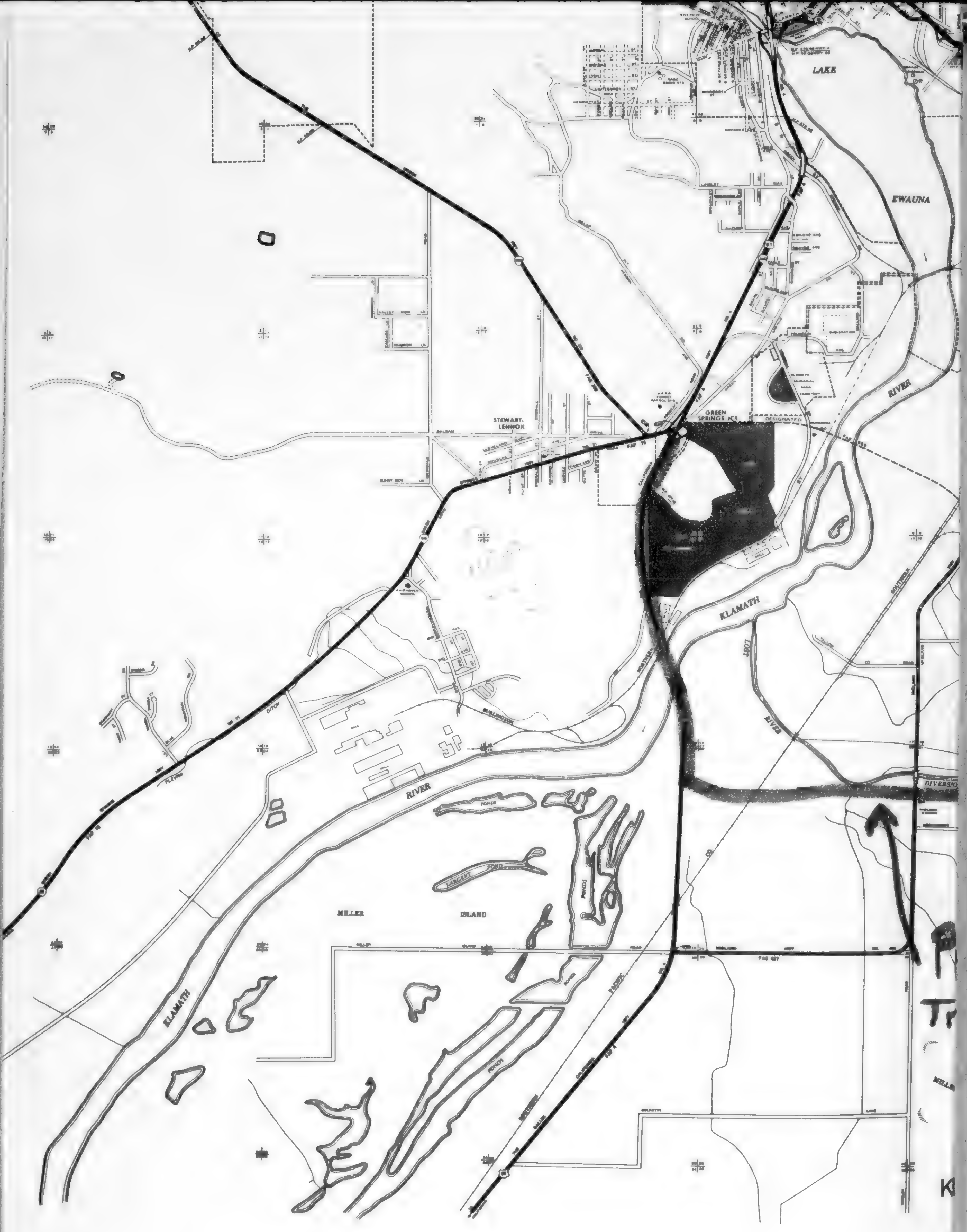


①
140
East Bound Trucks
TO
140
EAST
⑥
②
140
East Bound Trucks
NEXT LEFT
TO
140
EAST
⑦
③
140
East Bound Trucks
NEXT RIGHT
TO
140
EAST
⑦
④
97
140
TRUCK ROUTE
NEXT LEFT
TO
TO
140
97
WEST
SOUTH
⑧
⑨
⑤
97
140
TRUCK ROUTE
NEXT RIGHT
TO
TO
97
140
SOUTH
WEST
⑨
⑧

Note OR 66 is used by so few trucks it was not shown on WB signs.

Also, OR 39 was not shown because trucks from Medford area use "cutoff" south of this area to get from 97 to 39.


TERMINAL CITY
UPPER
KLAMATH
LAKE
PELICAN CITY
OREGON INSTITUTE OF TECHNOLOGY
SOUTHERN
CALIFORNIA
KENO
CANAL
LINK
RIVER
LAKE
EWAUNA
RIVER
STEWART LENNOX
GREEN SPRINGS JCT
DESIGNATED
PARK
KLAMATH
SOUTHERN

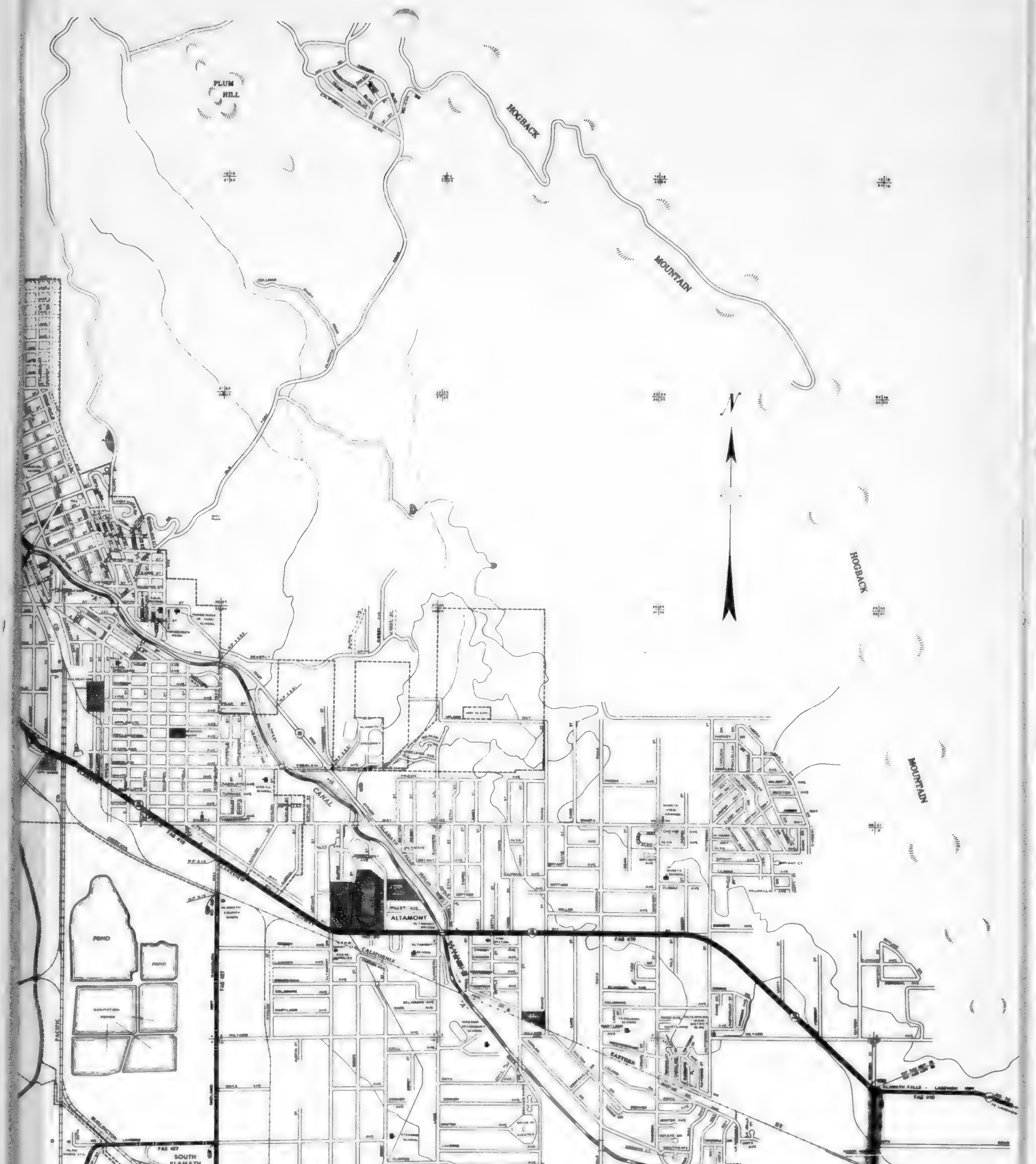

LAKE
EWAUNA
RIVER
STEWART-LENNOX
GREEN SPRINGS JCT
DESIGNATED
KLAMATH
RIVER
DIVERSION
BURLINGTON
DITCH
RIVER
PONDS
LARGENT POND
MILLER
ISLAND
PONDS
PONDS
KLAMATH
PACIFIC
FAP 427
Tr
K

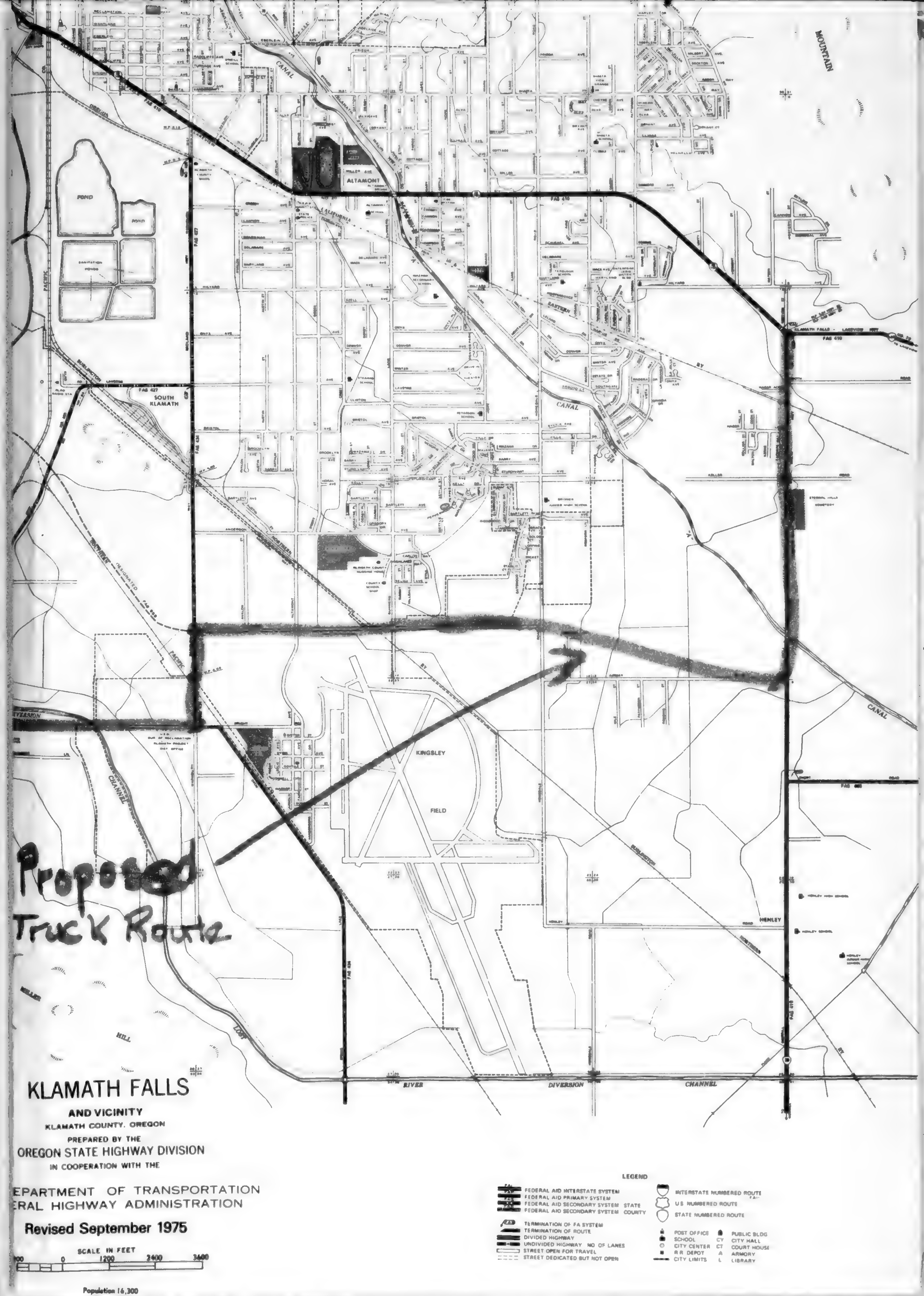
ORE

U. S. DEPAR
FEDERAL

Rev

Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon, 97310


PLUM HILL
HOGBACK MOUNTAIN
HOGBACK MOUNTAIN
N
CANAL
ALTAMONT
CALIFORNIA
EASTERN
FAS 410
FAS 427
POND
POND
SANITATION PONDS
PACIFIC
SOUTH KLAMATH
CANAL
KLAMATH FALLS - LAKEVIEW HWY
FAS 410
BARTLETT AVE


Proposed
Truck Route
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
KINGSLEY FIELD
ALTAMONT
SOUTH KLAMATH
HENLEY
CANAL
RIVER DIVERSION CHANNEL
MOUNTAIN
POND
SANITATION PONDS
KLAMATH FALLS - LAKEVIEW HWY
FAS 410
FAS 427
FAS 424

KLAMATH FALLS

AND VICINITY
KLAMATH COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
EPARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

Revised September 1975

SCALE IN FEET
00 0 1200 2400 3600

Population 16,300

November 6, 1980

TRA 7-5

The Honorable Fred W. Heard
State Senator
Post Office Box 337
Klamath Falls, Oregon 97601

Dear Fred:

In your October 20 letter you inquired about truck route signing in the Klamath Falls area. Our Region Office in Bend and District Office in Klamath Falls have been working on this matter with the County and the City.

The City and the County have agreed to a plan which we proposed for signing trucks from the east and west over a truck route utilizing the south side bypass and Joe Wright Road. Before the signing can be installed, a bridge construction project to replace a wooden bridge on Joe Wright Road will have to be completed. This project is presently scheduled for our December 1980 contract letting and will hopefully be completed before April 1981. In the meantime, preparations will be made so the truck route signing can be installed as soon as the bridge construction is completed.

It is also our understanding that the City has reached agreement with local industries to use routes other than South Sixth Street for their truck trips. If you require any additional information concerning this matter, please let us know.

Sincerely,

F. B. Klaboe
Director

bc H. S. Coulter
L. E. George
Dale Allen

DKH:jrb fn

October 11, 1980

Scott

Senator Fred Heard
Rm S223
State Capitol
Salem, Or

Dear Senator Heard:

How much longer must the residents of the south suburban areas tolerate the noise pollution caused by the heavy night time truck traffic utilizing South 6th street as their primary truck route.

Many millions of tax dollars were spent to partialy complete a route around the suburban area via Washburn and Johns avenue. This has not been utilized as a truck route, primarily because the highway division has not seen fit to place "truck route" signs at Alameda and Washburn for that truck traffic inbound from highway 97 North, nor have there been any signs posted East of town for those trucks inbound from highways 39 and 140.

Surely the cut back in the state budget was not so severe that there isn't enough dollars in their coffer to do some badly needed sign posting.

Very truly yours,
Robert P. Browne
Robert P. Browne
2600 Patterson St
Klamath Falls, Or 98601

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B319(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. RS-111

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-4

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	4-4-80	Secondary B319
		STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
Washburn Way - Green Springs Junction

GENERAL DESCRIPTION OF WORK:
PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility prepatory work
TEC $50,000 - Federal funds $42,900
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2-6-80, this will confirm date of 4-8-80 as date public review period terminated for final EIS.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-29-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-858

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

October 7, 1980

In Reply Refer to
File No.

Floyd Wynne, Chairman
Klamath County Commission
Klamath County Annex
Klamath Falls, OR 97601

RE: Truck Route, South Side ByPass
Klamath County

Dear Floyd:

Following our meeting September 22, we prepared the attached sign plan for a truck route along the South Side ByPass and Joe Wright Road. This plan has been reviewed and approved by our Traffic Section.

Please review the plan and if acceptable to you and the City, submit a letter of request signed by both parties. This request will be forwarded to Scott Coulter for approval.

Subject to his approval, we will order the necessary signs and furnish Earl those to be installed on the county roads and state forces will install those on the State system.

Because the bridge replacement project on Joe Wright Road requires a detour, we would withhold actual installation until the bridge is completed. To establish the new route over Joe Wright Road in November, move the route in December, and back to Joe Wright Road in early spring would create considerable confusion.

Yours very truly,

Dale D. Allen

Dale D. Allen
Region Engineer

DA:mr
encl
cc: Scott Coulter
L. E. George
John Gunter
Jim Watson, City Manager Klamath Falls

RECEIVED
STATE HWY ENGR
OCT 13 '80
REFER TO

FOR

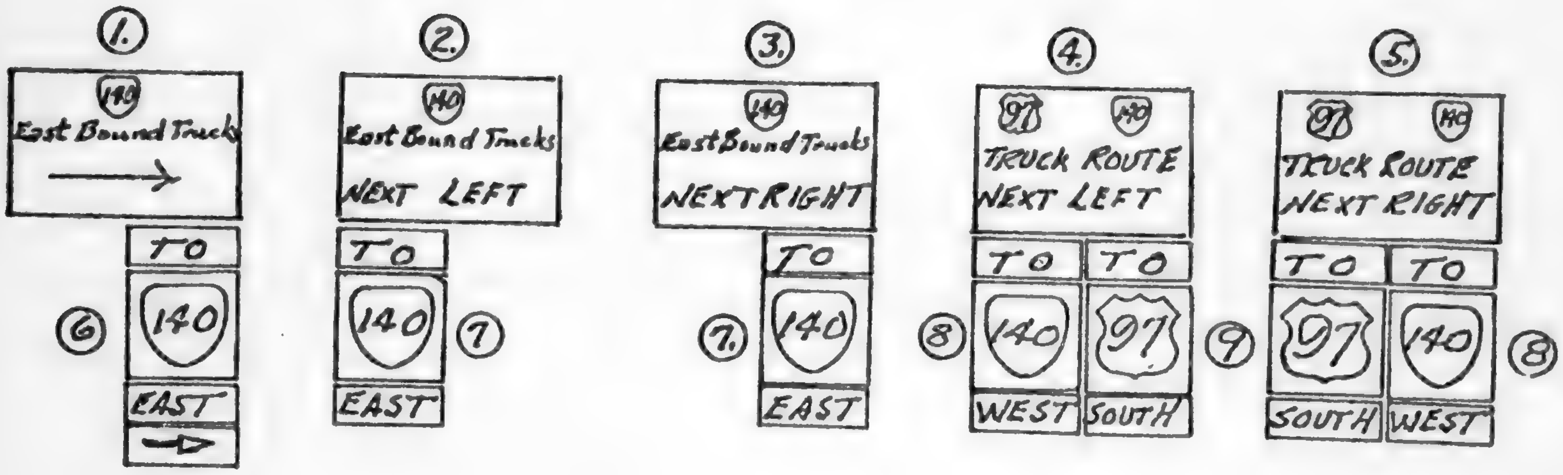
Info	Inves	R/D	D/R	Sign	Act	File

2

734-1827

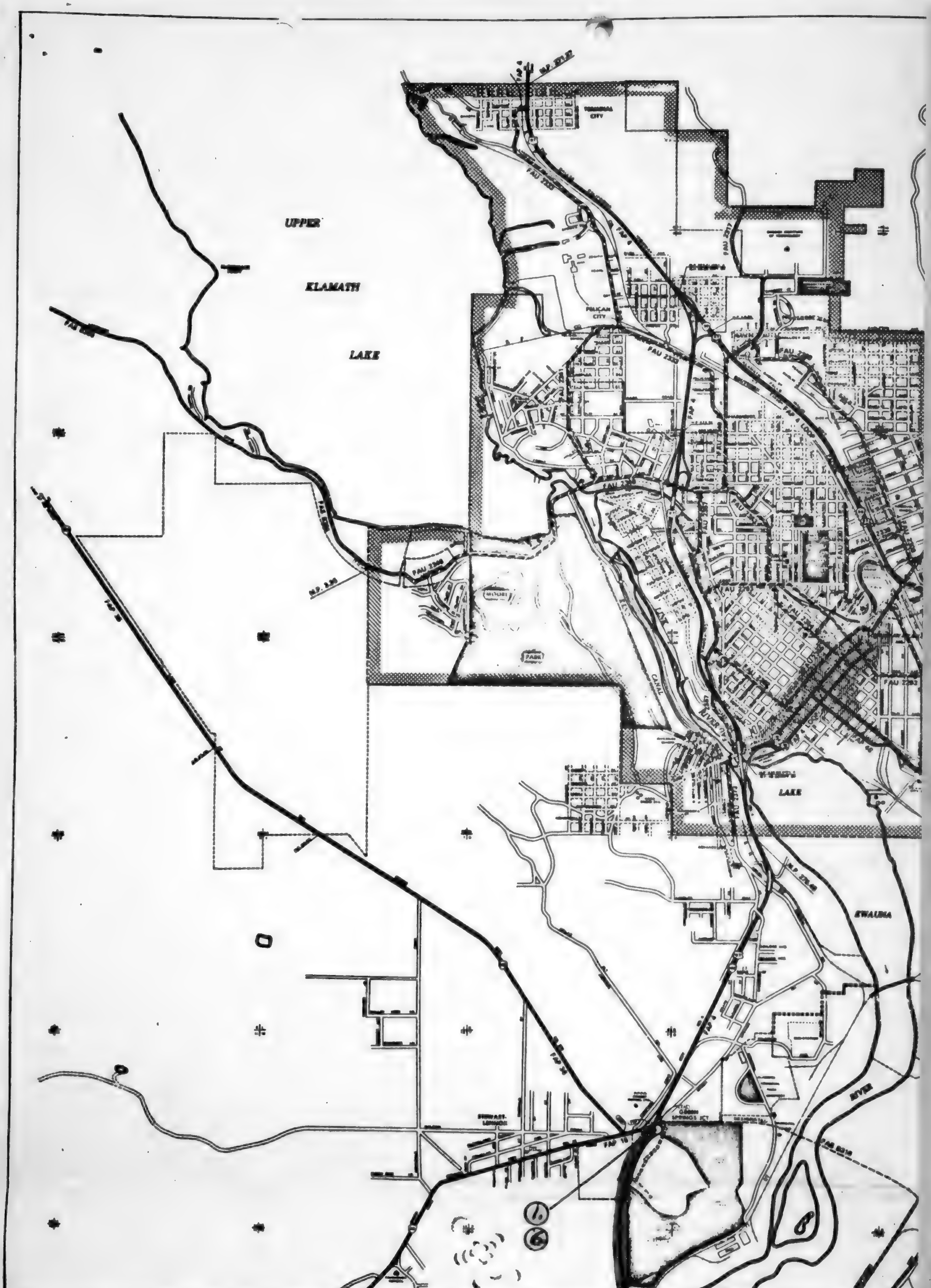
Suggested Sign Plan
South Side ByPass Truck Route
Klamath Falls

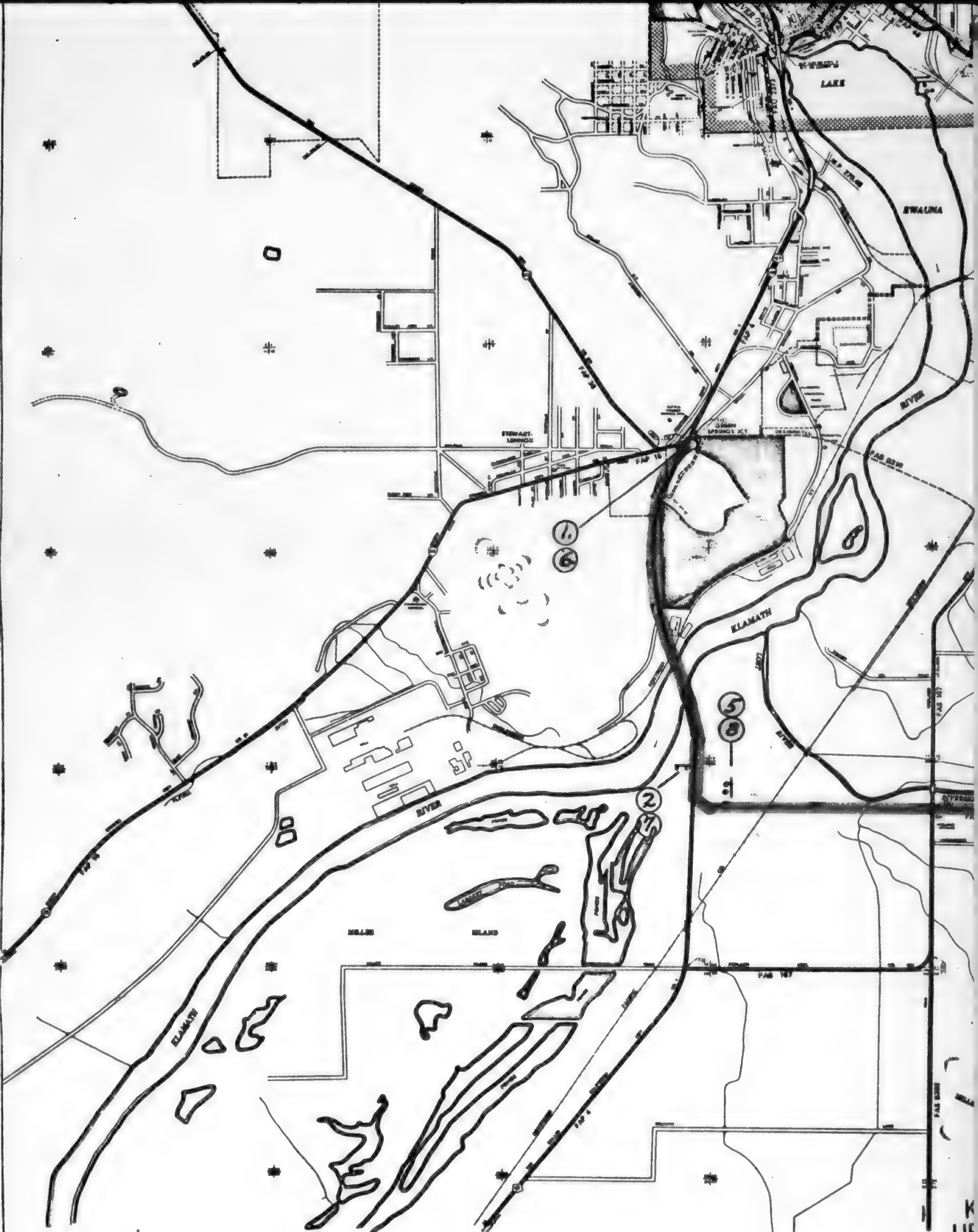
All signs to be white on black similar to R13-1 (Sec. 2B-36) MUTCD with appropriate route shields. Signs on county system will be installed by county.


①.
140
East Bound Trucks
→
TO
⑥
140
EAST
→
②.
140
East Bound Trucks
NEXT LEFT
TO
140
⑦
EAST
③.
140
East Bound Trucks
NEXT RIGHT
TO
⑦.
140
EAST
④.
97
140
TRUCK ROUTE
NEXT LEFT
TO
TO
⑧
140
97
⑨
WEST
SOUTH
⑤.
97
140
TRUCK ROUTE
NEXT RIGHT
TO
TO
97
140
⑧
SOUTH
WEST

Note OR 66 is used by so few trucks it was not shown on WB signs.

Also, OR 39 was not shown because trucks from Medford area use "cutoff" south of this area to get from 97 to 39.


UPPER
KLAMATH
LAKE
PELICAN CITY
FAU 2335
FAP 4
FAU 2317
FAP 4 LOOP
PARK
CANAL
RIVER
LAKE
EWAUNA
RIVER
KLAMATH
①
⑥
8


LAKE
EWAUNA
RIVER
STEWART-LENNOX
KLAMATH
RIVER
MILLER ISLAND
KLAMATH
FAS 107
1
6
5
8
2
8

▨ CENTRAL BUSINESS DISTRICT

■ PUBLIC AREAS

▨ URBAN AREA BOUNDARY

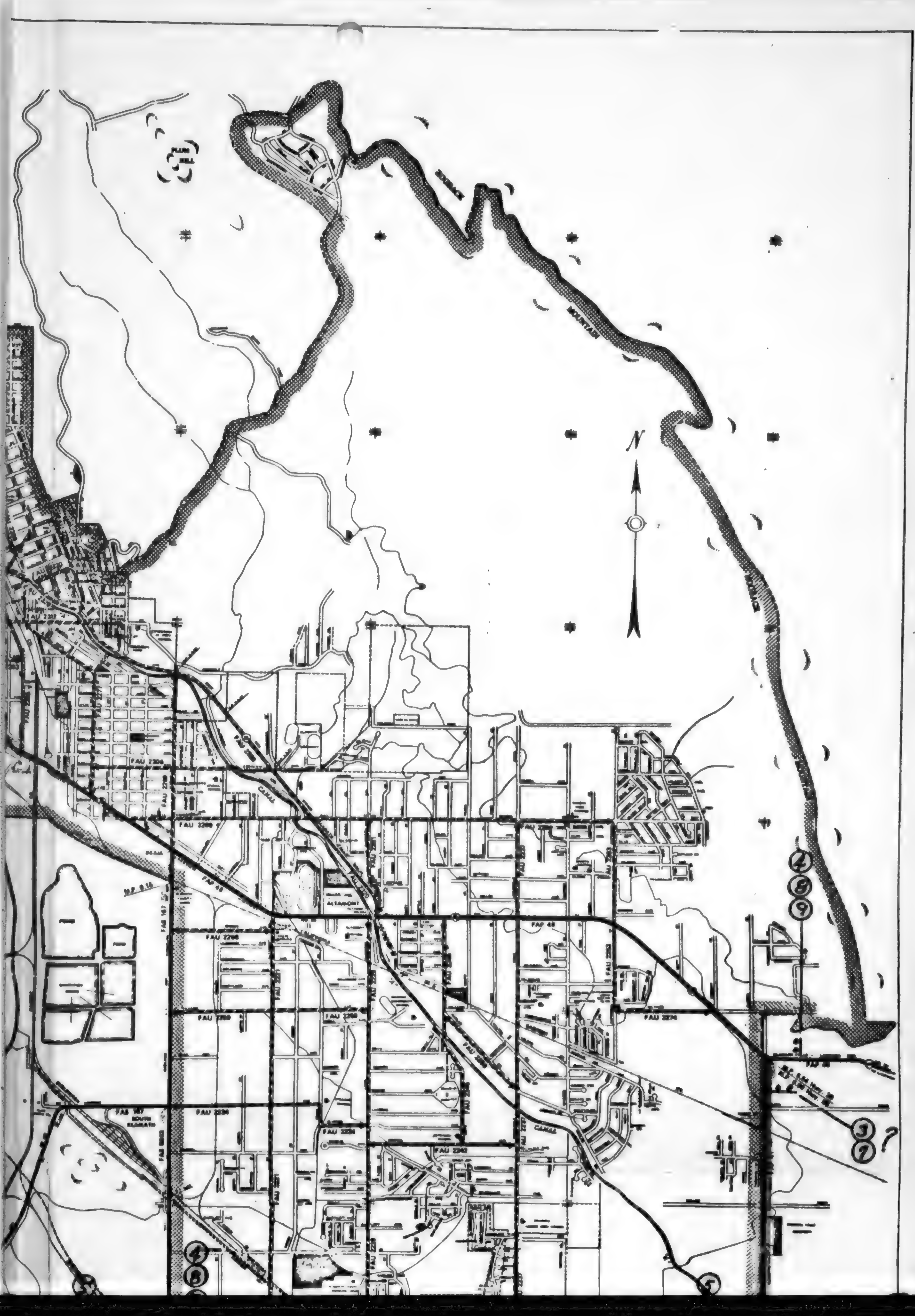
Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon, 97310

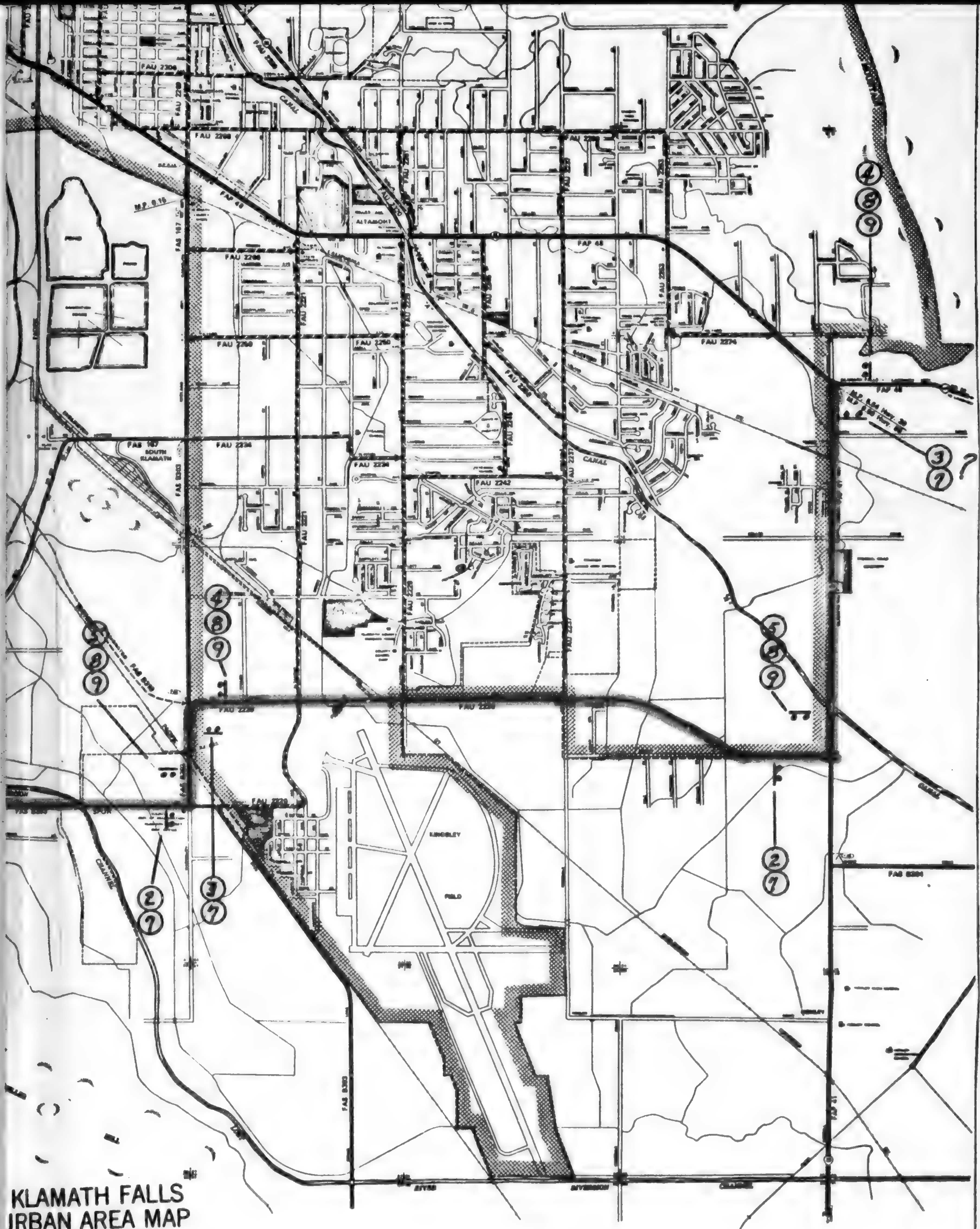
K
U

ORE

U.S. DEPA
FEDERA

R


N
BOUNDARY
MOUNTAIN
FAU 2312
FAU 2306
FAU 2299
FAU 2300
FAP 48
FAU 2266
FAU 2290
FAU 2234
FAU 2242
FAU 2276
FAP 167
FAS 167
SOUTH KLAMATH
ALTAMONT
CANAL
4
8
9
3
7 ?
5


FAU 2206
FAU 2210
FAU 2208
CANAL
M.P. 0.15
FAP 48
ALTAMONT
FAU 2250
FAU 2274
FAS 167
SOUTH KLAMATH
FAU 2234
FAU 2242
FAU 2231
FAU 2237
FAU 2253
FAU 2229
FAS 0303
FAU 2226
KINGSLEY
FIELD
SPUR
CHANNEL
FAS 0301
FAP 41
DIVERSION
CHANNEL
4
8
9
3
7
2
7
5
6
9

KLAMATH FALLS
URBAN AREA MAP

KLAMATH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

PARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

Revised September 1975

SCALE IN FEET
0
1,200
2,400
3,600

Population 16,380

Federal Aid System Approved July 1, 1976
Urban Area Approved by F.H.W.A. May 16, 1975

LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
FEDERAL AID URBAN SYSTEM
TERMINATION OF F.A. SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY

TSR [illegible]
Kla. Falls

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. Dale Allen
Region 4 Engineer

DATE: October 6, 1980

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: BNRR & Klamath River Oxing, Br. 16333
SPRR Oxing, Br. 16334
S. Side By-Pass FAS B319 (Klamath Falls)
Klamath County

NOTED
E. S. HUNTER

Enclosed is a summary sheet of the estimates for the subject structures. Your letter of October 1, 1980 asked for an estimate of a 32-foot roadway on the Klamath River Bridge. This bridge has been estimated for a 40-foot roadway in addition to the 32 feet. A 40-foot roadway appears to be more appropriate considering this bridge will not have a sidewalk or bicycle path.

JMT:dh

Enclosure

cc E. S. Hunter /w/ estimate
D. H. Moehring /w/ estimate
Frank Terpin /w/ estimate

RECEIVED
TECHNICAL SERVICES

OCT 7'80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Contains Recycled Materials

FORM 734-3136 (Rev 7/78)

BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet ....

Bridge KLAMATH FALLS - SOUTHSIDE BYPASS County ....

Calculations by TOM LULAY Date 10-6-80 Bridge No. ....

SP*67746-734

	BNRR & Klamath R Oxing 32' Roadway	BNRR & Klamath R. Oxing 40' Roadway	S.P.R.R. O'xing 40' Roadway
Struct. O-O Dimen.	1100' x 35.5'	1100' x 43.5'	44' x 155'
Type & Rate	Bulb-T's @ $50\,\$/\text{ft}^2$	Bulb-T's @ $48\,\$/\text{ft}^2$	26" Pres. Slabs @ $43\,\$/$
Cost	$1,950,000	$2,297,000	$293,000
w/40% E&C	$2,730,000	$3,215,000	$410,000
Inflation 2yrs @ 18%/Yr.	1,070,000	$1,285,000	$160,000
TOTAL COST	$3,800,000	$4,500,000	$570,000

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 16

TO: H. S. Coulter
State Highway Engineer

DATE: September ~~16~~ 22, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Truck Route
Klamath Falls

D. D. Allen's letter to J. L. Gunter of September 11, 1980 outlines information on a Klamath Falls truck route and complete prohibition of trucks on highway routes in the Klamath Falls Central Business District.

I talked to J. L. Sollis some time ago about the proposed routing and we both believe that under ORS 483.542, the prohibition of truck traffic would not be legal because the route does not serve the same area.

Additionally, the routing would be almost impossible to sign properly and clearly such that no confusion would exist for truck operators. If the City insists, I would suggest that only the truck routing be established for "THROUGH TRUCKS" with no prohibition of truck traffic in the central area of the City.

L. E. George
Traffic Engineer

LEG:ds
Attachments

cc: J. L. Sollis
D. D. Allen
J. L. Gunter

9-22 cy
Sent to D.D. Allen
do you have any
problem with this
proposal?

RECEIVED
STATE HWY ENGR
SEP 17 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1387

TRA 7-4

STATE OF OREGON

INTEROFFICE MEMO

TO: John L. Gunter
District Engineer

Dale Allen

FROM: Dale D. Allen
Region Engineer

DATE: September 11, 1980

SUBJECT: Truck Route
Klamath Falls

I have reviewed the attached sketch map of the proposed truck route and would like to support the City's request. There are, however, two major problems that must be resolved.

First, is the question of out-of-direction travel and routes that serve the same area. Refer to the language of the law and to the recent letter sent to the City of Bend. We would request that you and the City discuss this and advise if in your opinion the revised routing would meet the intent of the law.

Second, is the matter of signing and enforcement. If the signing is not clear and straightforward, the trucks will use the closed routes and violations will not be upheld in court. Large Type "A" cantilever signs, etc., together with advance "Next Left" etc. signing could involve a substantial investment. Therefore, we would like you and/or the City to review and develop a sign plan showing exactly what signs, messages, and cost is involved.

If the above problems can be resolved, submit your recommendation through this office. Final approval will rest with the State Highway Engineer

DA:mr

encl

cc: H. S. Coulter
L. E. George

RECEIVED
STATE HWY ENGR
SEP 12 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1597

SP*75683-125

HSC

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Klamath Falls

Sept. 9, 1980

FROM: John L. Gunter
John L. Gunter
District Engineer

SUBJECT: Prohibiting Through Truck Traffic
City of Klamath Falls

TO: Dale Allen
Region Engineer

Attached hereto, please find letter and map from Jefferson L. McIlvenna, City Engineer for City of Klamath Falls, requesting appropriate action to prohibit through truck traffic in down town Klamath Falls and install necessary signing.

After our conversation yesterday I contact Bud George for signing guidance. He stated there was no way to properly sign the areas and further stated there was no way we could prohibit through truck traffic.

It has been my understanding now for several years and after several meetings, one with Mr. Klaboe present, that it would be approved when the City requested and listed an alternate route.

Would you please check into this and get a decision so a definate reply to the City can be made.

JLG:tlc

attachment

ROE [✓ RE] [✓ RCE] PLA FAE
[✓ RFE] RECEIVED GEO
RUE SEP 10 1980 [illegible]
RSO REGION 4 RBE
ASSIGNED____________

NOTED
JOHN L. GUNTER

CITY OF KLAMATH FALLS, OREGON

P. O. BOX 237
ZIP CODE 97601
TELEPHONE 884-3161
AREA CODE 503

NOTED
R. [illegible] GEYSKAL

September 3, 1980

Mr. John Gunter
O.S.H.D.
2557 Altamont Drive
Klamath Falls, OR 97601

Dear Mr. Gunter:

Enclosed is a map showing, in green, the proposed truck routes located within the City under our maintenance and jurisdiction and, in red, State controlled routes which the City would like to have prohibited to through truck traffic. We would assume that the State would furnish signing at Esplanade at Spring, South Sixth at Spring, Highway 97 at Main, South Sixth at Washburn, and Washburn at Alameda. The City would sign Spring and Washburn Streets as required.

Please consider this as a formal request to implement the street closures and signing as discussed above and shown on the attached map.

Sincerely,

Jefferson L. McIlvenna

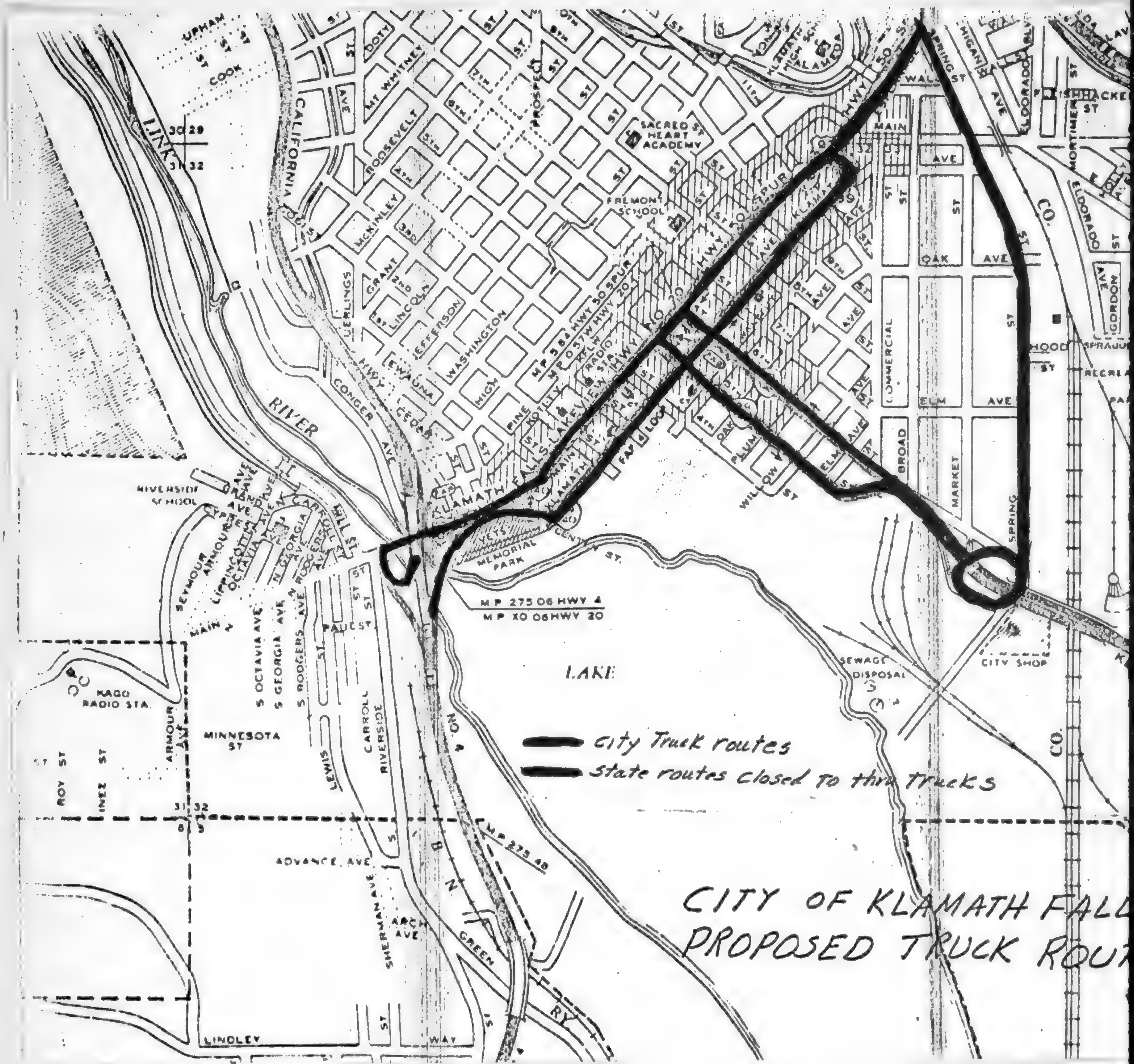
Jefferson L. McIlvenna
City Engineer

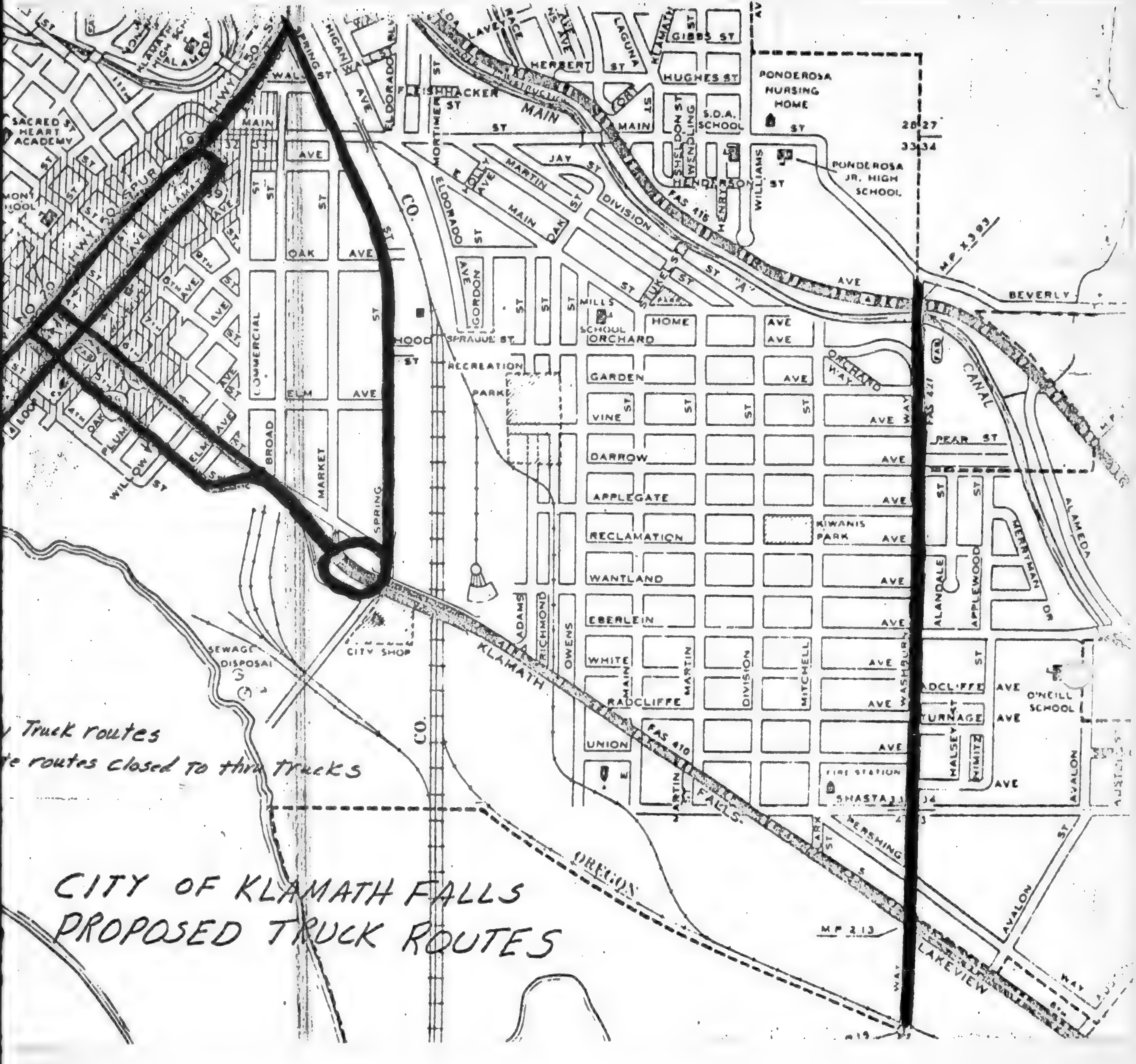
JLM:jp

Enc.

P

SISTER CITY
ROTORUA, NEW ZEALAND


CITY OF KLAMATH FALL
PROPOSED TRUCK ROUT
city Truck routes
state routes closed to thru trucks
LAKE
RIVER
LINK
CALIFORNIA
CONGER AVE
RIVERSIDE SCHOOL
SACRED HEART ACADEMY
FREMONT SCHOOL
VETS MEMORIAL PARK
KAGO RADIO STA.
SEWAGE DISPOSAL
CITY SHOP
M.P. 275.06 HWY 4
M.P. XO.06 HWY 20
M.P. 275.48
MINNESOTA ST
ADVANCE AVE
LINDLEY
COMMERCIAL
BROAD
MARKET
SPRING
OAK AVE
ELM AVE
MAIN
WALL ST
ELDORADO
FISHHACKER ST
MORTIMER
GORDON
SPRAGUE
RECREA
HWY 50 SPUR
KLAMATH FALLS-LAKEVIEW HWY NO 20
CO.
GREEN
RY



CITY OF KLAMATH FALLS PROPOSED TRUCK ROUTES

y Truck routes
te routes closed to thru trucks

SACRED HEART ACADEMY
HWY 50 SPUR
WALL ST
SPRING ST
MAIN ST
FLEISHHACKER ST
ELDORADO BLVD
MORTIMER ST
JAY ST
MARTIN ST
DIVISION ST
HERBERT ST
HUGHES ST
GIBBS ST
LAGUNA
HENDERSON ST
SHELDON ST
WENDLING
HENRY
WILLIAMS
S.D.A. SCHOOL
PONDEROSA NURSING HOME
PONDEROSA JR. HIGH SCHOOL
28 27
33 34
FAS 416
"A" ST
M.P. 3.93
BEVERLY
OAK AVE
ELM AVE
COMMERCIAL ST
BROAD ST
MARKET ST
GORDON AVE
SPRAGUE ST
RECREATION PARK
MILLS SCHOOL
HOME AVE
ORCHARD AVE
ORCHARD WAY
GARDEN AVE
VINE AVE
DARROW AVE
APPLEGATE AVE
RECLAMATION AVE
KIWANIS PARK
WANTLAND AVE
EBERLEIN AVE
WHITE AVE
RADCLIFFE AVE
UNION AVE
ADAMS
RICHMOND
OWENS
MAIN
MARTIN
DIVISION
MITCHELL
WASHBURN WAY
FAS 421
PEAR ST
CANAL
ALAMEDA
ALANDALE
APPLEWOOD
HEMPMAN DR
FURNAGE AVE
HALSEY
NIMITZ
O'NEILL SCHOOL
AVALON ST
AUSTIN ST
FIRE STATION
SHASTA
PERSHING
FAS 410
KLAMATH FALLS LAKEVIEW
M.P. 2.13
OREGON
CITY SHOP
SEWAGE DISPOSAL
WILLOW ST
PLUM
CO.

AGR

Jia 7-4-1
K. Falls,
Sp

John R. Hagedorn
Region 4 Federal Aid Engineer

August 19, 1980

Don N. Harwell
County/City Engineer

Southside-K. Falls ByPass Agreement

The agreement covering the particulars of the Southside Klamath Falls ByPass and exchange of highways between the City of Klamath Falls, Klamath County, and the State of Oregon is attached for your review and submission to the local entities for signature.

The modifications and legal technicalities, have been included in the revisions, as you will see by the notes and thoughts that have been subject of previous agreements.

The agreement, as re-drafted, meets all the demands and/or suggested revisions the City and County requested. Their signatures and return would constitute their approval and further submission to the Oregon Transportation Commission for final action.

DNH:pf

9/26/80
Called Hagedorn to see
if Co. & City signed agreement.
Will Check with Co. & call back.
ck

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: Don Harwell
Project Management

DATE: July 15, 1980

FROM: J R Hagedorn
J. R. Hagedorn
Region IV Federal Aid Engineer

SUBJECT:
Southside Bypass-Klamath Falls
Tentative Agreement

Enclosed are three copies of the subject agreement, re-written, typed, and signed by all the local government people that are concerned. The epitome of optimism?

☆ Dale Allen won't be back from vacation until July 21, so I have made a copy for him to peruse. I will ask him to confer with you at his earliest convenience.

The most significant changes made by the County and City are:

County omitted their taking over the Dairy-Bonanza Highway.

City altered the descriptions on both the Klamath Falls-Lakeview Highway and the Esplanade Spur of the Klamath Falls-Malin Highway, reducing the mileage of what they would assume.

Also enclosed is a sheet showing all of the differences between our original draft agreement and the one from the County/City.

JRH:pw
Enclosures

29
★ 7-~~31~~-80 (11^{00}am)
Dale Allen concurs
in revision of Co/Cty
& suggested changes -
feels a better exhibit
may be needed for final
resolution at intersecting
points. Dm H.

Contains
Recycled
Materials
81-125-1367

[illegible] GEMENT BRANCH
STE ☐
PRE ☐
SP*75683-125
FA LG.

Dm H

Returned Agreement

Don	Page		Para.	
✓	2	ORS Chap. #190	7	an addition
✓	3	St agrees - etc	1	an added para. that changes our para 1. to para 2.
✓	4	Hwy 23	2a	omitted - (Dairy / Bonanza Hwy #23)
Note Add	⑤	[illegible] to State from County		Ahead of para 3 & following ". . . . . a distance of 12.84 miles. . . . ." There should be a para about County records to State. (reverse of page 3 para. 3 on returned agreement).
✓	5	(Spring / Esplanade)	2a	changed description - cut off 0.3 miles.
✓	5		2b	changed description - cut off 0.2 miles.
✓	6	Takeover after operational	3	added a para. that D. Allen suggested - memo to Don Harwell 6/5/80.

DmH.

OK
DmH.

CK:pf
8/13/80

AGREEMENT

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; KLAMATH COUNTY, a political subdivision of the State of Oregon, acting by and through its Board of County Commissioners, hereinafter referred to as "County"; and the CITY OF KLAMATH FALLS, a municipal corporation, acting by and through its Mayor and Recorder, hereinafter referred to as "City".

WITNESSETH

RECITALS

1. Under the provisions of ORS 366.290(1) the Department may select, locate, establish, designate, improve and maintain out of the highway fund a system of State Highways, and for that purpose, may by mutual agreement with several Counties, select county roads or public roads, designate and adopt such roads as State Highways. Thereafter the construction, improvement, maintenance and repair of such roads shall be under the jurisdiction of the Department.

2. Under the provisions of ORS 366.290(3) with written consent of a County in which a particular highway or part hereof is located, the Department may, when in its opinion the interest of the State will be best served, eliminate from the State Highway System any road or highway or part hereof. Thereafter the road or highway or part thereof eliminated shall become a County Road or Highway, and the construction, repair, maintenance or improvement, and jurisdiction of such highway shall be exclusively under the County in which such highway or road is located.

3. By the authority granted in ORS 271.330(1) State, or any political subdivision within the State, has the express power to relinquish the title to any of its property to any other governmental body or political subdivision within the State, provided such property shall continue to be used for public purposes.

4. Under the provisions of ORS 366.320(3) all rights-of-way owned or held by the several counties over and along any road adopted as state highways are vested in the State, by and through its Department of Transportation.

5. Under the provisions of ORS 373.010, whenever the route of any State Highway passes through the corporate limits of any City, State may alter or change such routing when in its opinion the interest of the motoring public will be better served.

6. Under ORS 366.770, State may enter into a cooperative agreement with any one or more cities, counties, road districts, or other municipalities of the state for the construction, improvement, reconstruction, repair or maintenance of any state highway, and provide for an allocation of the cost of the project to the contracting parties.

7. WHEREAS, ORS Chapter 190 provides authority for County and City to enter into this agreement.

8. For the purpose of furthering the development of a State Highway System adopted in all particulars to the needs of the people of the State of Oregon, State, County and City have determined that future jurisdictional exchanges of certain highways and roads in Klamath County and the City of Klamath Falls should be accomplished.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE

1. State approves the RECITALS herein, EXHIBIT A, THINGS TO BE DONE BY COUNTY, THINGS TO BE DONE BY CITY and all other provisions of this agreement.

2. Following completion of construction and improvement to acceptable highway standards, State shall, by resolution, designate the Klamath Falls Southside By-Pass as a part of the State Highway System and shall accept all right, title, interest, jurisdiction, maintenance and control of said road as hereinafter described and shown colored in green on the sketch map attached hereto, marked "Exhibit A", and by this reference made a part hereof. Said road is further described as follows:

> All the land within the right-of-way boundaries of the Klamath Falls Southside By-Pass from its junction with a common junction of The Dalles-California Highway, State Primary Highway No. 4 and the Green Springs Highway No. 21; thence easterly to a junction with the Klamath Falls-Malin Highway, State Primary Highway No. 50, a distance of approximately 9.7 miles.

3. State shall, by resolution, transfer certain state highways, or portions thereof hereinafter described, to County and City and shall furnish to County and City any maps, records and data pertinent to said highways to be transferred.

THINGS TO BE DONE BY COUNTY

1. County approves the RECITALS herein, EXHIBIT A, THINGS TO BE DONE BY STATE, THINGS TO BE DONE BY CITY and all other provisions of this agreement.

2. County shall, upon transfer by State, accept those portions of state highways hereinafter described and shown colored in red on the attached Exhibit A and all right, title, interest, jurisdiction, maintenance and control therein or thereupon shall pass to and vest in County. Said portions of state highways are more particularly described as follows:

a. All the land within the right-of-way boundaries of the Chiloquin Highway, State Secondary Highway No. 422 (M.P. 5.34 to M.P. 9.51) from its junction with The Dalles-California Highway, State Primary Highway No. 4; thence westerly to a junction with the Modoc Point Highway, State Secondary Highway No. 427, a distance of 4.17 miles.

b. All the land within the right-of-way boundaries of the Lower Klamath Highway, State Secondary Highway No. 423 (M.P. 0.00 to M.P. 7.02), from its junction with The Dalles-California Highway, State Primary Highway No. 4; thence easterly to a junction with the Klamath Falls-Malin Highway, State Primary Highway No. 50, a distance of 7.02 miles.

c. All the land within the right-of-way boundaries of the Modoc Point Highway, State Secondary Highway No. 427 (M.P. 0.00 to M.P. 12.89), from its junction with the Crater Lake Highway, State Primary Highway No. 22 at Klamath Agency; thence southerly to a junction with The Dalles-California Highway, State Primary Highway No. 4 at Modoc Point, a distance of 12.89 miles.

3. County shall furnish to State any field notes, maps, records or other data pertinent to the Klamath Falls Southside By-Pass as described in Paragraph 2 of THINGS TO BE DONE BY STATE and shown on Exhibit A.

4. County shall execute this agreement during a duly authorized session of its Board of County Commissioners.

THINGS TO BE DONE BY CITY

1. City approves the RECITALS herein EXHIBIT A, THINGS TO BE DONE BY STATE, THINGS TO BE DONE BY COUNTY and all other provisions of this agreement.

2. City shall, upon transfer by State, accept those portions of state highways hereinafter described and shown colored in orange and blue on the attached Exhibit A and all right, title, interest, jurisdiction, maintenance and control therein or thereupon shall pass to and vest in City. Said portions of state highways are more particularly described as follows:

a. That portion of the Klamath Falls-Lakeview Highway, State Primary Highway No. 20, as shown colored in orange on Exhibit A, from the easterly end of the Off Ramp, M.P. 0.19 of said Klamath Falls-Lakeview Highway northerly and easterly over portions of the Klamath Avenue, Main Street, 5th and 6th Streets one-way Couplet to the Southern Pacific Railroad Spur Crossing at M.P. 1.00W of said Klamath Falls-Lakeview Highway, a distance of approximately 1.3 miles.

b. That portion of the Esplanade Spur of the Klamath Falls-Malin Highway, State Primary Highway No. 50, as shown colored in blue on Exhibit A, from the Southern Pacific Railroad Overpass, M.P. Y5.10 of said Klamath Falls-Malin Highway southerly over Esplanade, Main Street and the Main Street, Klamath Avenue one-way couplet to a junction of the Klamath Falls-Lakeview Highway, State Primary Highway No. 20, M.P. 0.55 of said Klamath Falls-Malin Highway, a distance of approximately 0.4 mile.

3. City shall adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder of City to enter into this agreement, and the same shall be made a part hereof and attached hereto.

GENERAL PROVISIONS

1. The State and County agree that the Klamath Falls Southside By-Pass, estimated to be completed by or before 1987, shall be mutually constructed by State and County utilizing various funding sources. Based on available funding, it is understood that State shall be solely responsible for the design and construction of the separation structures over the Klamath River and railroads, whereas, the County shall provide funds to acquire right-of-way, and be responsible for related grading, paving and other activities, either by local funding or FAS-C funding as matched on a pro-rata basis.

2. Funding of construction shall be subject to an additional agreement or agreements pertaining to specific items.

3. The parties hereto agree this agreement shall take effect at such time as the Klamath Falls Southside By-Pass, as set out in Exhibit A hereto, becomes operational.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on ______________________________ by ______________________________________, which approval is on file in the Commission records. The delegation order also authorized the State Highway Engineer to execute the contract on behalf of the Commission.

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

____
State Highway Engineer

ATTEST

____
Legal Counsel

RECOMMENDED BY:

____
Regional Engineer

KLAMATH COUNTY, by and through its
Board of Commissioners

By ______________________________
Chairman

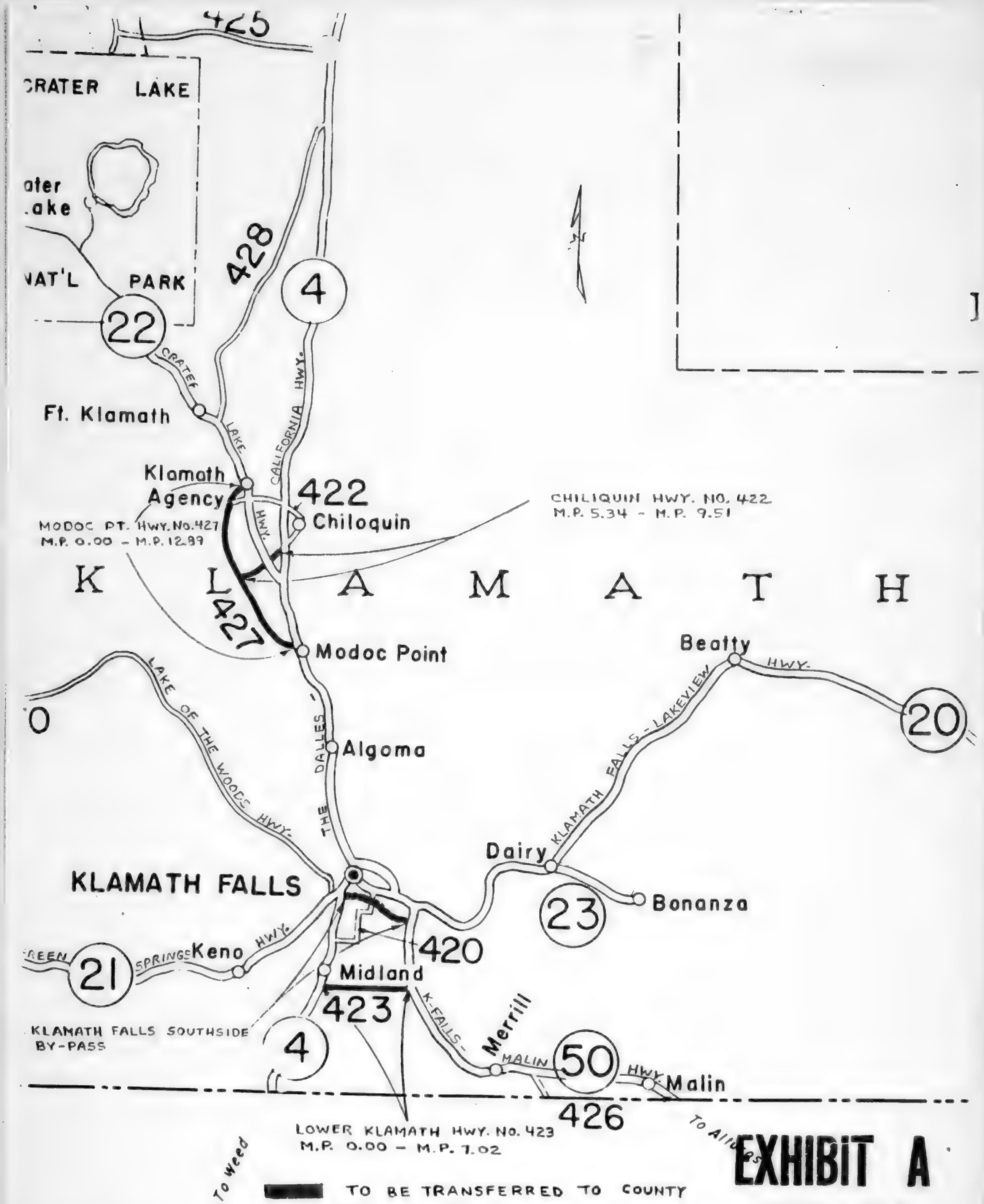
By ______________________________
Commissioner

By ______________________________
Commissioner

CITY OF KLAMATH FALLS, by and through
its Mayor and Recorder

By ______________________________
Mayor

By ______________________________
Recorder

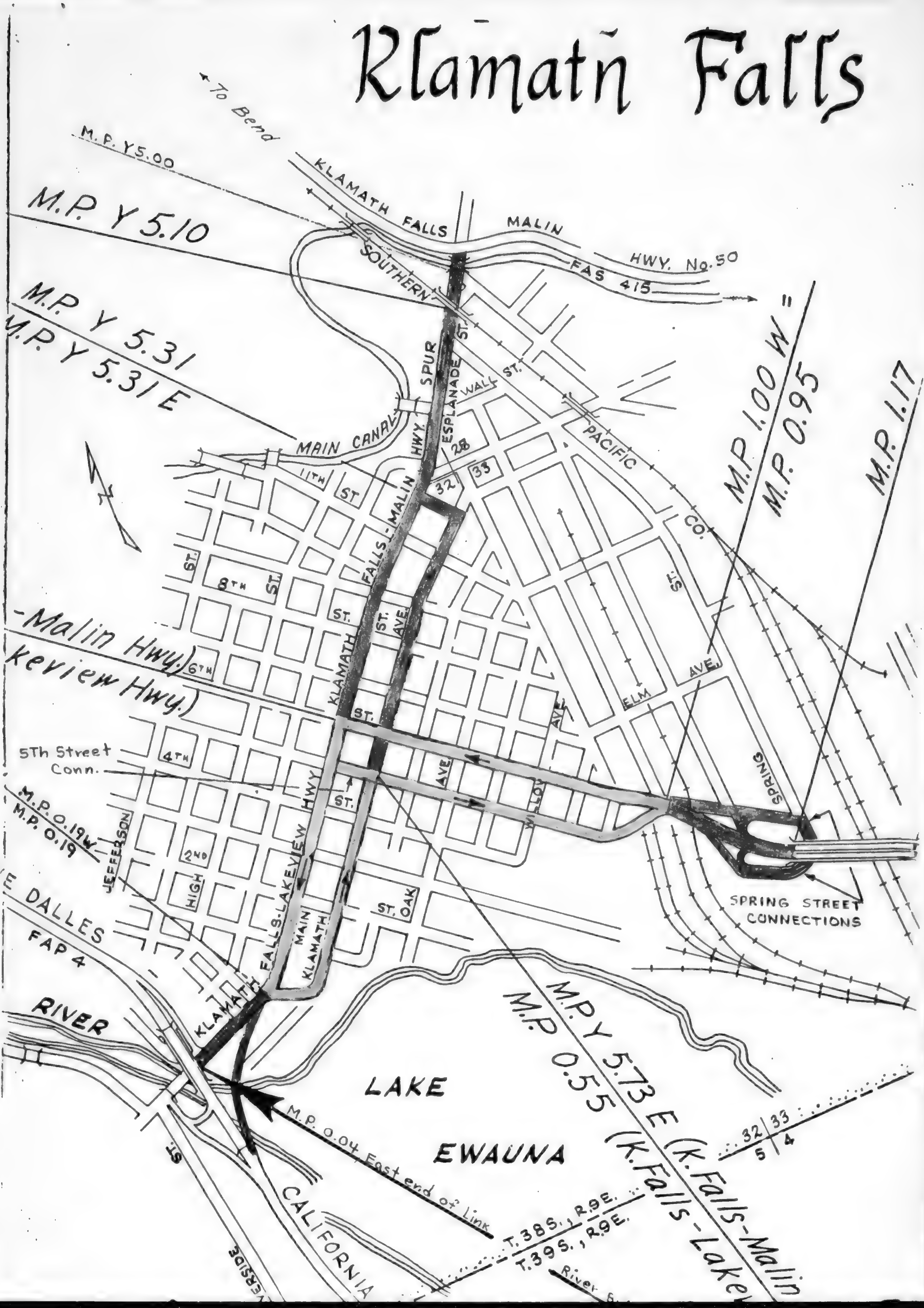

425
CRATER LAKE
ater
ake
NAT'L PARK
428
4
22
CRATER LAKE
CALIFORNIA HWY.
Ft. Klamath
Klamath Agency
422
Chiloquin
CHILIQUIN HWY. NO. 422
M.P. 5.34 - M.P. 9.51
MODOC PT. HWY. No. 427
M.P. 0.00 - M.P. 12.89
HWY.
K L A M A T H
427
Modoc Point
Beatty
HWY.
20
0
LAKE OF THE WOODS HWY.
THE DALLES -
Algoma
KLAMATH FALLS - LAKEVIEW
Dairy
KLAMATH FALLS
23
Bonanza
GREEN
21
SPRINGS
Keno
HWY.
420
Midland
423
K-FALLS -
Merrill
KLAMATH FALLS SOUTHSIDE
BY-PASS
4
MALIN
50
HWY.
Malin
426
LOWER KLAMATH HWY. No. 423
M.P. 0.00 - M.P. 7.02
To Weed
To Alturas

▬ TO BE TRANSFERRED TO COUNTY

▬ TO BE TRANSFERRED TO STATE

EXHIBIT A

SHEET 1 OF 2



Klamath Falls

To Bend
M.P. Y5.00
M.P. Y5.10
KLAMATH FALLS MALIN HWY. No.50
FAS 415
SOUTHERN
PACIFIC
CO.
M.P. Y 5.31
M.P. Y 5.31 E
MAIN CANAL
WALL ST.
ESPLANADE ST.
HWY. SPUR
KLAMATH FALLS-MALIN HWY.
28
33
32
11TH ST.
8TH ST.
ST.
ST. AVE.
6TH ST.
4TH
2ND
ST.
-Malin Hwy.)
keview Hwy.)
5Th Street Conn.
M.P. 0.19W
M.P. 0.19
JEFFERSON
HIGH
KLAMATH FALLS-LAKEVIEW HWY
MAIN
KLAMATH
ST. OAK
AVE
WILLOW AVE
ELM AVE.
ST.
SPRING
SPRING STREET CONNECTIONS
M.P. 1.00 W =
M.P. 0.95
M.P. 1.17
E DALLES
FAP 4
RIVER
KLAMATH
LAKE
EWAUNA
M.P. 0.04 East end of Link
M.P. Y 5.73 E (K. Falls-Malin
M.P. 0.55 (K. Falls-Lake
32 33
5 4
T. 38 S., R. 9 E.
T. 39 S., R. 9 E.
River 6
CALIFORNIA
ST.
ERSIDE

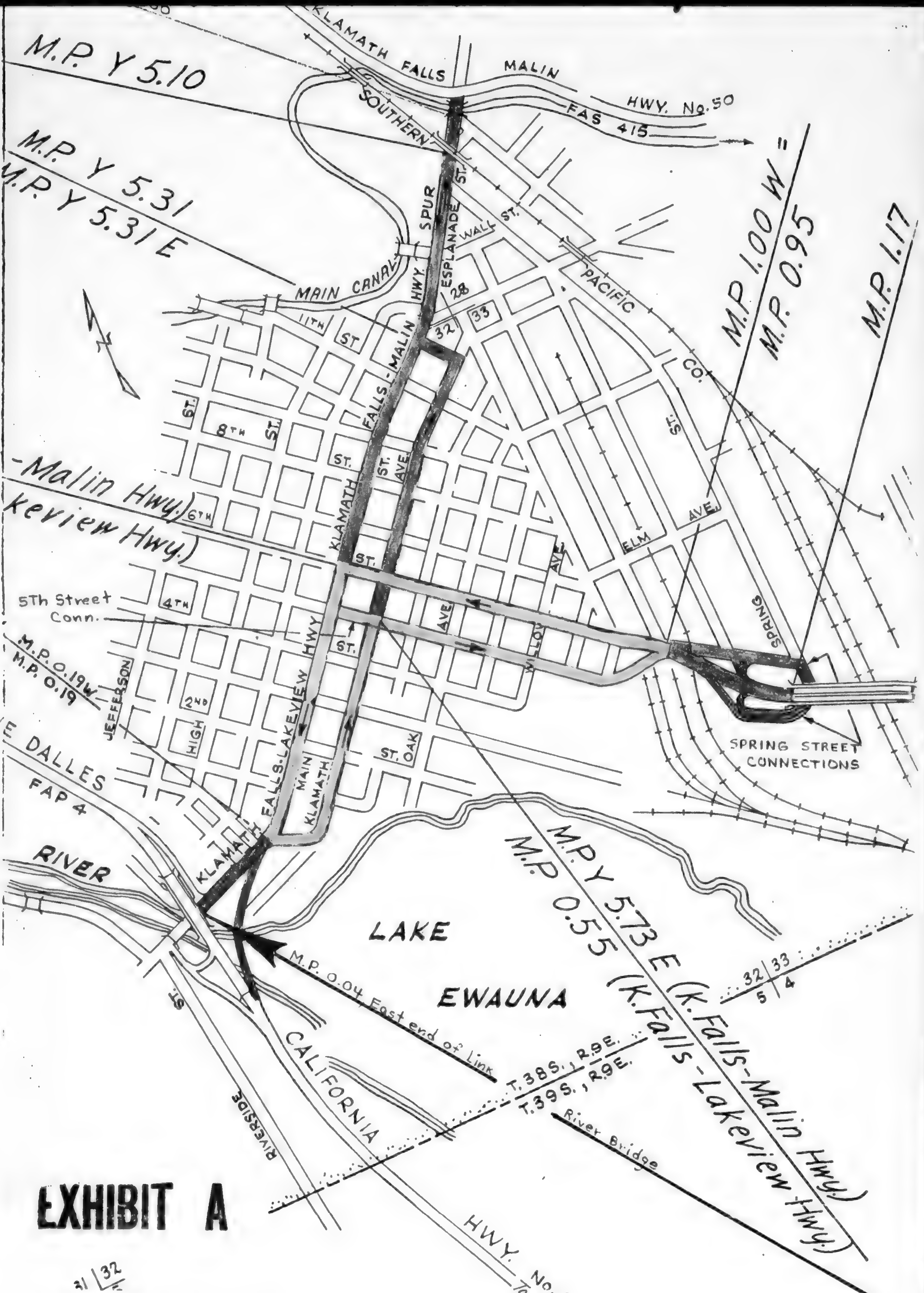

M.P. Y 5.10
KLAMATH FALLS MALIN HWY. No. 50
FAS 415
SOUTHERN PACIFIC CO.
M.P. Y 5.31
M.P. Y 5.31 E
MAIN CANAL
SPUR
WALL ST.
ESPLANADE ST.
KLAMATH FALLS-MALIN HWY.
28
32
33
11TH ST
8TH ST.
ST.
ST.
AVE.
-Malin Hwy.)
keview Hwy.)
6TH
ST.
5Th Street Conn.
4TH
ST.
AVE.
WILLOW AVE.
ELM AVE.
ST.
SPRING
M.P. 1.00 W
M.P. 0.95
M.P. 1.17
SPRING STREET CONNECTIONS
M.P. 0.19W
M.P. 0.19
JEFFERSON
2ND
HIGH
KLAMATH FALLS-LAKEVIEW HWY
MAIN KLAMATH
ST. OAK
E DALLES
FAP 4
RIVER
KLAMATH
LAKE
EWAUNA
M.P. 0.04 East end of Link
M.P. Y 5.73 E (K. Falls-Malin Hwy.)
M.P. 0.55 (K. Falls-Lakeview Hwy.)
32 33
5 4
T. 38 S., R. 9 E.
T. 39 S., R. 9 E.
River Bridge
RIVERSIDE
CALIFORNIA HWY. No. 4
To Ashland

EXHIBIT A

31 | 32
5

▨ ■ TO BE TRANSFERRED TO CITY

▬ TO BE RETAINED BY STATE

SHEET 2 OF 2

Dia 7.4-1
K-Falls
SP

KLAMATH COUNTY
Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

April 15, 1980

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE APR 17 1980 RDE
RSO REGION 4 RBE
ASSIGNED________

Mr. J.R. Hagedorn
Regional Federal Aid Engineer
Department of Transportation
Post Office Box 1249
Bend, Oregon 97701

Dear John:

The following is Klamath County's tentative construction program for our portion of the Southside By-Pass:

1. Fall 1980 & Spring 1981 - The county anticipates starting some construction work on pipes and ditches.
2. Fall 1981 & Spring 1982 - Subgrade construction, weather and time permitting.
3. Fall 1982 & Spring 1983 - Subgrade construction, weather and time permitting.
4. Fall 1983 & Spring 1984 - Completion of all subgrade work from the river to Washburn Way.
5. Summer 1985 - Rock county portion of Southside By-Pass in conjunction with the contract of the structures; and also contracting with FAS-C funds, the portion from the river to the Green Springs junction.
6. Summer 1986 or 1987 - Completion of the structures and paving.

I am sorry for my delay in supplying you with this information, and hope it will assist you in Klamath County's plans. Thank you very much for the opportunity to discuss this.

Yours truly,

Earl E. Kessler

EARL E. KESSLER
Public Works Director

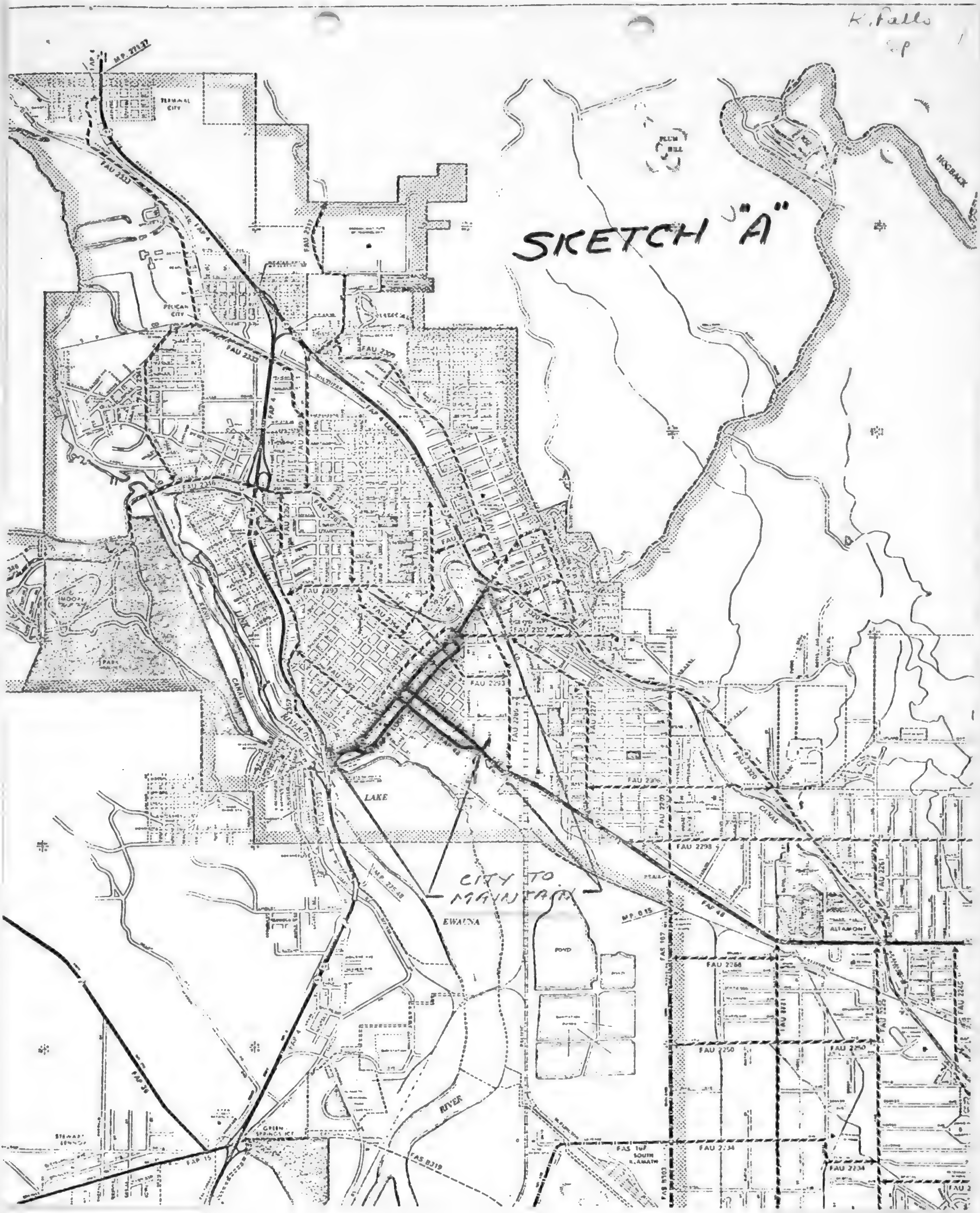
EEK/md

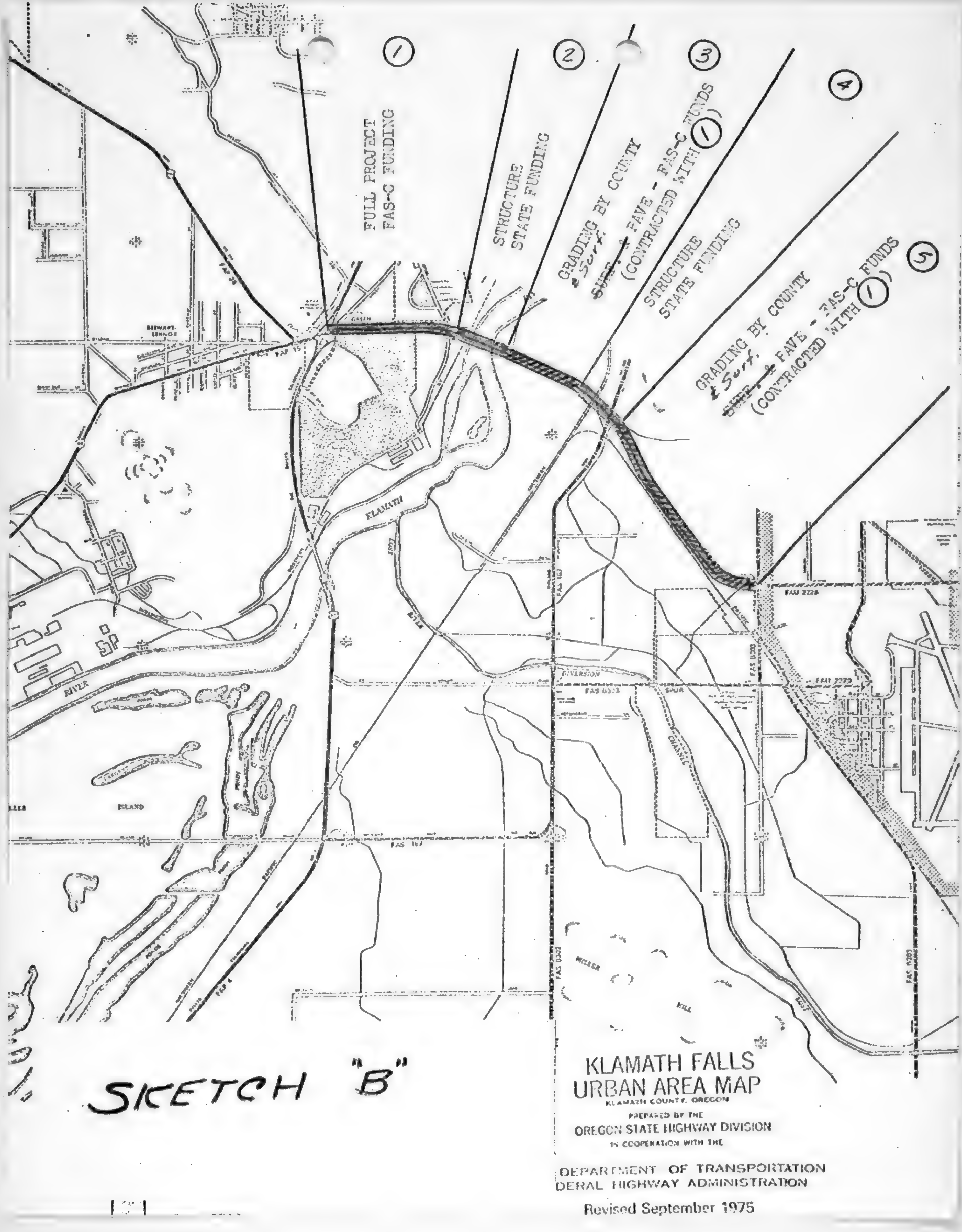
Jur. 7. 11. 1

K. Falls

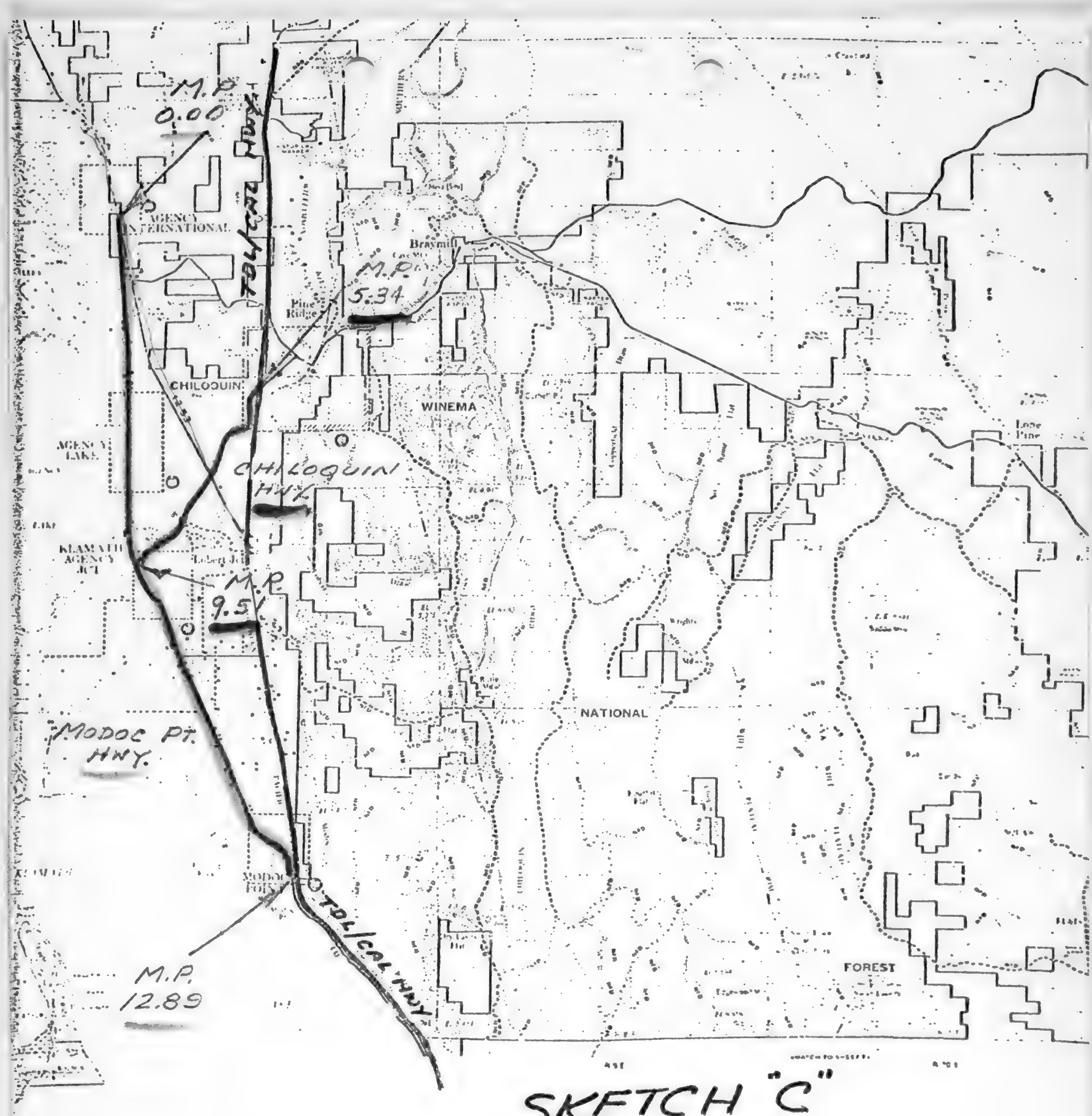
c.p

SKETCH "A"

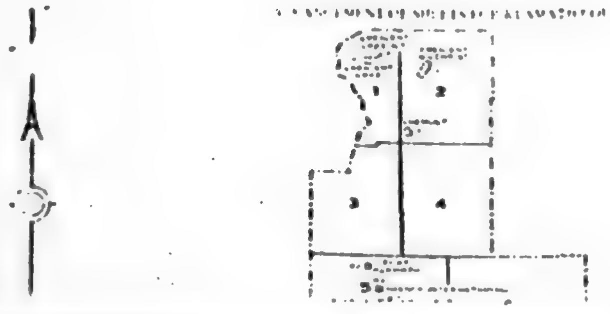

CITY TO MAINTAIN
TERMINAL CITY
PELICAN CITY
PLUM HILL
HOGBACK
MOORE PARK
LAKE
EWAUNA
RIVER
CANAL
POND
ALTAMONT
GREEN SPRINGS JCT
STEWART LENNOX
SOUTH KLAMATH
FAP 4
FAP 48
FAP 15
FAU 2333
FAU 2316
FAU 2322
FAU 2320
FAU 2298
FAU 2268
FAU 2261
FAU 2250
FAU 2234
FAS 8319
M.P. 275.48
M.P. 0.15


①
FULL PROJECT
FAS-C FUNDING
②
STRUCTURE
STATE FUNDING
③
GRADING BY COUNTY
& Surf. ~~SURF. &~~ PAVE - FAS-C FUNDS
(CONTRACTED WITH ①)
④
STRUCTURE
STATE FUNDING
⑤
GRADING BY COUNTY
& Surf. ~~SURF. &~~ PAVE - FAS-C FUNDS
(CONTRACTED WITH ①)
KLAMATH
RIVER
ISLAND
MILLER HILL
DIVERSION
FAS 107
FAU 2228
FAS 0303
FAS 0302
KLAMATH FALLS
URBAN AREA MAP
KLAMATH COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
DEPARTMENT OF TRANSPORTATION
DERAL HIGHWAY ADMINISTRATION
Revised September 1975

SKETCH "B"


M.P.
0.00
TOL/CAL HWY
AGENCY
INTERNATIONAL
M.P.
5.34
Pine Ridge
CHILOQUIN
WINEMA
AGENCY LAKE
CHILOQUIN
HWY
KLAMATH AGENCY JCT
M.P.
9.51
NATIONAL
MODOC PT.
HWY.
MODOC POINT
M.P.
12.89
TOL/CAL HWY
FOREST
Lone Pine

SKETCH "C"



GENERAL HIGHWAY MAP

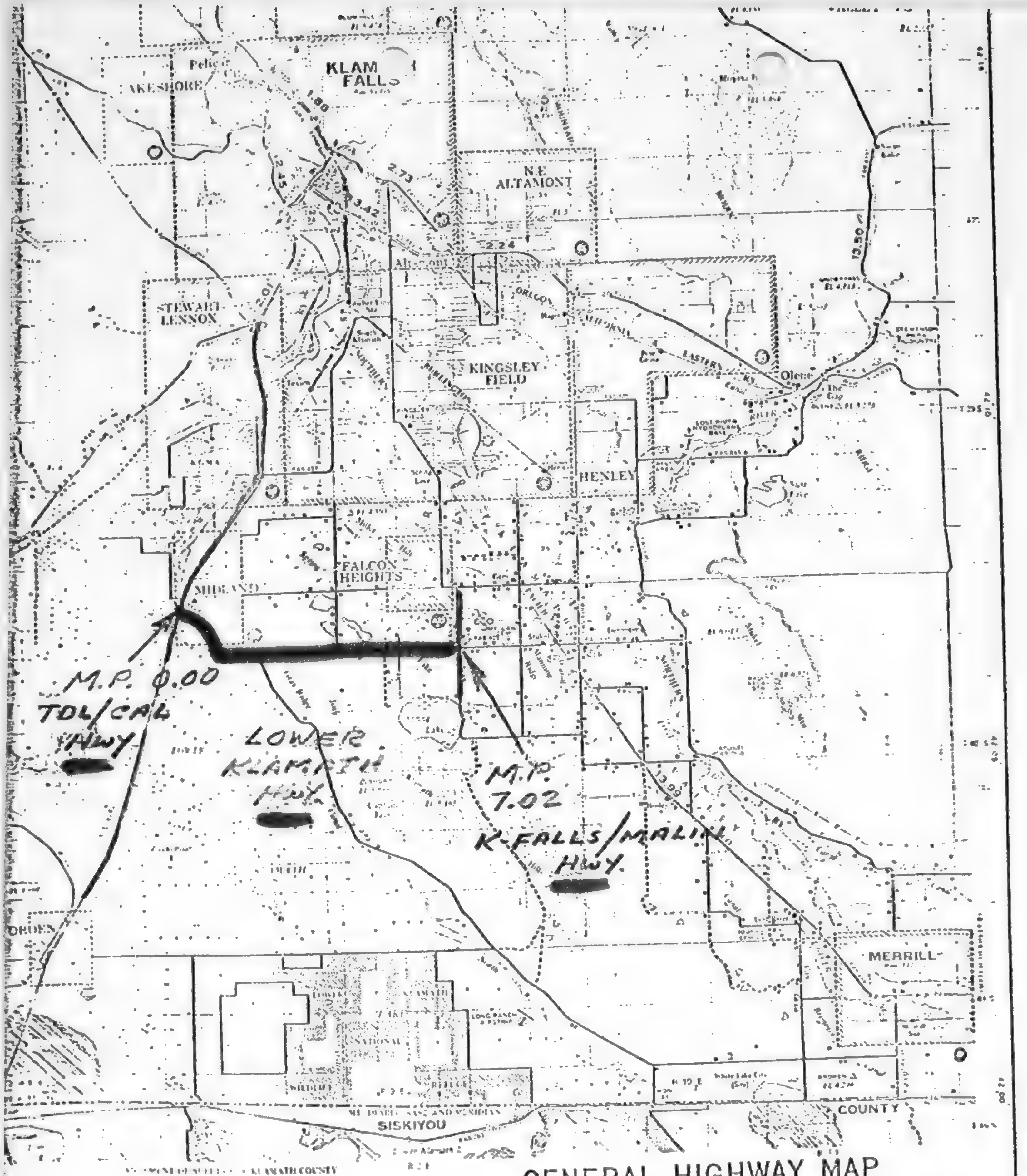
KLAMATH COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE


KLAMATH FALLS
LAKESHORE
N.E ALTAMONT
STEWART-LENNON
KINGSLEY FIELD
HENLEY
Olene
FALCON HEIGHTS
MIDLAND
MERRILL
SISKIYOU
COUNTY
M.P. 0.00
TOL/CAL HWY
LOWER KLAMATH HWY
M.P. 7.02
K-FALLS/MALIN HWY

GENERAL HIGHWAY MAP
KLAMATH COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

SCALE

1972

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet

SHEET 7

SKETCH "D"

R DOUGLAS
JACKSON
LAKE
MORROW

Southside Bypass (K-Falls)

By State

Separate Agreement [illegible]

1. Design & construct river & railroad structures.
(See sketch map "B")

Delete-1

This is not part of agreement however it will be done.

2. Construct bridge on Hwy. 427 as scheduled in 1981. (Williamson Riv. Br.)

3. Finalize Hwy. exchange when Bypass is opened to traffic.

Agree

State-County - Prepare exchange agreement w/ appropriate wording that effective date will be when Br. is opened.

Same

4. Assume control of the Bypass from Green Spgs. Jct. - Hwy K-Falls - Malin

Klamath County #1 (Acquire all R/W)

1. Assume control of following State Hwys:

	M.P. - M.P.	mi.
Hwy. 422, Chiloquin Sec.	5.34 - 9.51	4.17
Hwy. 423, Lower Klamath Sec.	0.00 - 7.02	7.02
Hwy 427, Modoc Sec.	0.00 - 12.89	12.89
	Total	24.08

Finalize Hwy. exchange when Bypass is opened to traffic.
(See sketch "C" & "D")

2. With County forces, construct all but the paving from Washburn Way to the river, excluding the bridges that the State is to construct. The work is to be done during 1980, 1981 & 1982.
(See sketch "B")

Separate agreement

3. Using FAS-C funds, contract all but the paving from the river to Green Spgs.

Klamath County (Acquire all R/W)

1. Assome control of following State Hwys:

	M.P. - M.P.	M.I.
Hwy. 422, Chiloquin Sec.	5.34 - 9.51	4.17
Hwy. 423, Lower Klamath Sec.	0.00 - 7.02	7.02
Hwy 427, Modoc Sec.	0.00 - 12.89	12.89
	Total	24.08

Finalize Hwy. exchange when Bypass is opened to traffic.
(See sketch "C" & "D")

2. With County forces, construct all but the paving from Washburn Way to the river, excluding the bridges that the State is to construct. The work is to be done during 1980, 1981 & 1982.
(See sketch "B")

Separate agreement

3. Using FAS-C funds, contract all but the paving from the river to Green Spgs. Jct. in the 1st quarter of 1982.
(See sketch "B")

4. After State completes the structures (1983 or 1984), contract with FAS-C funds the paving from Washburn Way to Greensprings Hwy.
(See sketch "B")

City of Klamath Falls

1. Assume control of K-Falls - Malin & Esplanade spurs, excluding bridges. Finalize when Bypass is open to traffic. (See sketch "A")

2.

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

MAR 14 1980

NOTED
E. S. HUNTER

Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

Dear Mr. Green:

We have reviewed the Final Environmental Impact Statement (EIS) for the Klamath Falls Southside Bypass. As you know, in our review of the Draft EIS we indicated our concern with the project's secondary impacts on water supply. The water supply in the area is from ground water and there is a history of some ground water contamination which further development could aggravate.

Although the Final EIS addresses the issue in general terms, we continue to have concerns regarding the secondary impacts on water quality. Specifically, we are interested in the following:

1. The location of public water supplies in the project vicinity (e.g. six wells adjacent to Link River Bridge) or other public water supply intakes. If this information, as well as the Klamath River flow direction relative to the project location, were depicted on a map, it would be easy to determine which water supplies could be affected by a spill.

2. The methods for disposal of highway runoff and their secondary impacts. We suggest that runoff be collected and channeled into interim holding basins where ultimate discharge may be to the wetlands or river. The holding basins would serve as a mechanism to retain spills for corrective action. An emergency public notification plan should be prepared to inform public water supply officials and private well owners in the event of a spill.

3. The methods of storage and use of chemicals such as deicers, pesticides and herbicides and an assessment of their impacts to the drinking water supplies.

4. Some estimates of the secondary growth attributed to the project should be made specifically for the increase in septic tank density. The report indicates that septic tank failures have occurred from high water tables and soils limitations. It is unacceptable to rely on subsequent monitoring and evaluation by the Oregon Department of Environmental Quality to answer the septic tank issue.

We believe these concerns can be addressed during the design phase of the project. However, we request that the above information be submitted to us for review and approval prior to the project going out for bids.

If you would like to discuss our comments, please contact either Harold Scott of EPA's drinking water program at (206) 442-1223 or (FTS) 399-1223 or Kathy Davidson of my staff at extension 4011.

Sincerely yours,

Roger K. Mochnick

Roger K. Mochnick, Acting Chief
Environmental Evaluation Branch

cc: Sam Little, EPA
Harold Scott, EPA
Irv Lloyd, FHWA

ROUTING SLIP

DATE: 2-80

DEPARTMENT OF TRANSPORTATION

DIRECTOR 10,171	FINANCE (DOT)	PROGRAM MANAGEMENT
CHIEF OF OPERATIONS	GENERAL FILES	PUBLIC AFFAIRS
ASSISTANT DIR. FOR ADMIN.	GENERAL SERVICES (DOT)	SAFETY
ASSISTANT DIR. FOR PLANNING	INFORMATION SYSTEMS	TRANS. POLICY & RESEARCH
CHIEF COUNSEL	LABOR RELATIONS	MAIL ROOM
COMMISSION SERVICES	LIBRARY	MASS TRANSIT DIVISION
[✓ COUNTY-CITY RELATIONS]	PERSONNEL OPERATIONS	MOTOR VEHICLES DIVISION
EMPLOYEE DEVELOPMENT	PHOTOCOPY	COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER	EQUIPMENT SHOPS	RESEARCH (HWY)
DEPUTY STATE HWY ENGINEER	FHWA	RIGHT OF WAY
ASSIST. STATE HWY ENGINEER	LANDSCAPE	ROAD DESIGN
METROPOLITAN ENGINEER	LOCATION	SIGN SHOP
ACCOUNTING (HIGHWAY)	MAINTENANCE	TRAFFIC ENGINEERING
BRIDGE DESIGN	MATERIALS	TRAVEL INFORMATION
CONSTRUCTION	PARKS AND RECREATION	UTILITIES ENGINEER
DATA PROCESSING	PERMITS & WEIGHMASTER	REGION NO. ☐
ENVIRONMENTAL	RADIO	DISTRICT NO. ☐

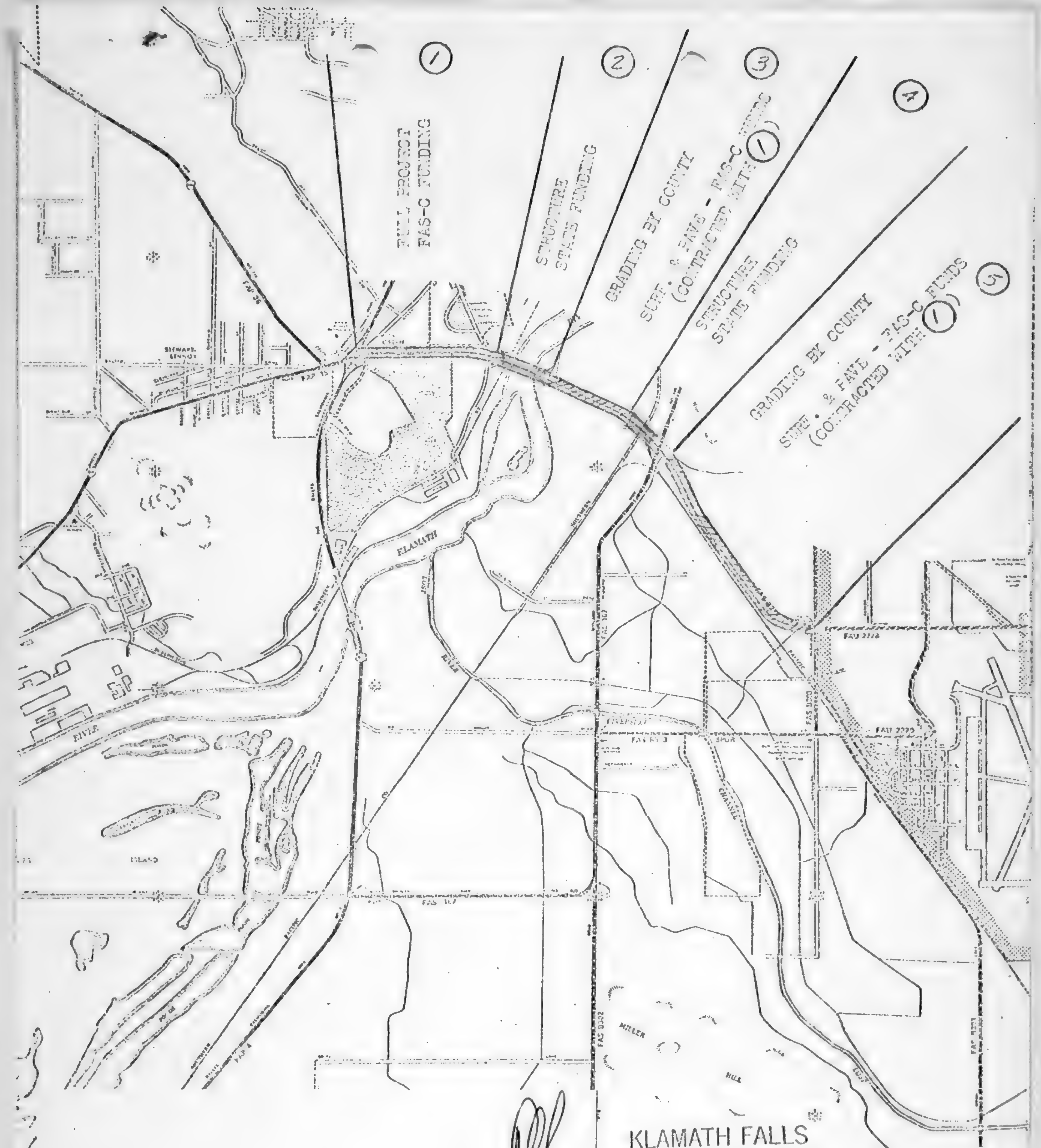
Hal [illegible]

ATTENTION: D. Harwell

FROM: Dale Allen

COMMENTS: Re: S. Side By Pass -
Hagedorn drew up the attached map to discuss w/ Earl possible ways the Project may go together - Just for your info.

FORM 81-734-3100 (REV. 9-76)


①
FULL PROJECT
FAS-C FUNDING
②
STRUCTURE
STATE FUNDING
③
GRADING BY COUNTY
SURF. & PAVE - FAS-C FUNDS
(CONTRACTED WITH ①)
④
STRUCTURE
STATE FUNDING
⑤
GRADING BY COUNTY
SURF. & PAVE - FAS-C FUNDS
(CONTRACTED WITH ①)
STEWART-LENNOX
KLAMATH
RIVER
ISLAND
FAS 167
FAS 0302
FAU 2228
FAU 2229
SPUR
MILLER
HILL
N

KLAMATH FALLS URBAN AREA MAP

KLAMATH COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

DEPARTMENT OF TRANSPORTATION
DERAL HIGHWAY ADMINISTRATION

Revised September 1975

Dan H.

10, 71

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 13, 1980

NOTED
E. S. HUNTER

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Klamath Falls-South Side Bypass in Klamath County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration Office, The Equitable Center, Suite 100, 530 Center Street NE, Salem, OR 97301. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg
Salem, OR 97310

GAP:ct

Enclosure

RECEIVED
TECHNICAL SERVICES
FEB 13 '80
REFER TO
FOR

Info	Inver	R/O	D/H	Sign	Act	File

Form 734-3122

Final
Environmental Impact Statement

Klamath Falls Southside Bypass

(The Dalles/California Highway - Washburn Way)

Klamath County
Oregon

TABLE OF CONTENTS

I. SUMMARY.. 1-1

II. LOCATION AND DESCRIPTION OF PROPOSED PROJECT............... 2-1

Project Purpose.. 2-2

Description of the Proposed Project...................... 2-3

Relationship to Local Plans.............................. 2-4

Public and Agency Involvment............................. 2-4

III. EXISTING PHYSICAL ENVIRONMENT

Climatology.. 3-1

Topography... 3-1

Geology.. 3-1

Soils.. 3-4

Hydrology, Floodplains, and Drainage..................... 3-8

Water Quality.. 3-9

Vegetation... 3-10

Wildlife... 3-11

Environmentally Sensitive Areas.......................... 3-12

IV. EXISTING HUMAN ENVIRONMENT

Social Characteristics................................... 4-1

Economic Characteristics................................. 4-6

Transportation... 4-10

Land Use... 4-15

Public Facilities and Services........................... 4-20

Historical and Archeological Sites, Section 4(f) Lands. 4-23

Landscape Aesthetics..................................... 4-25

Air Quality.. 4-26

Noise.. 4-28

V. ALTERNATIVES

Description of Alternatives.............................. 5-1

Highway Design Characteristics........................... 5-2

The Selected Alternative................................. 5-4

Build Alternatives Studied but Not Selected.............. 5-6

The Proposed Truck Route................................. 5-9

Cost Estimates... 5-10

VI. IMPACT OF ALTERNATIVES.. 6-1

Impacts of the No-Action Alternative...................... 6-2

Impacts of Unit A, Alternative 1-Greensprings............. 6-13

Impacts of Unit A, Alternative 2-Johns Avenue Extension.... 6-32

Impacts of Unit A, Alternative 3-Joe Wright Road.......... 6-43

Impacts of the Truck Route................................ 6-50

VII. COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT... 7-1

APPENDICES:

APPENDIX A: Wetland Analysis............................. A-1

Wetland Finding.............................. A-6

APPENDIX B: Letters commenting on the Draft Environmental Impact Statement................ B-1

APPENDIX C: Other Letters on the Klamath Falls Southside Bypass.............................. C-1

APPENDIX D: Bibliography................................. D-1

LIST OF FIGURES

Figure Number | After Page

1. Klamath Falls Southside Bypass.......... 2-2
2. Southside Bypass Alternatives.......... 2-3
3. Geology.......... 3-2
4. Soils - Agricultural Capability.......... 3-6
5. Soils - Prime Agricultural Soils/Suitability for Septic Tank Filter Fields.......... 3-6
6. Transportation Systems.......... 4-11
7. 1977 Traffic Volumes.......... 4-13
8. Roadway Capacities.......... 4-13
9. Comprehensive Plan Designations/Existing Land Use.......... 4-15
10. Future Urbanization Concept.......... 4-19
11. Electric Transmission Lines.......... 4-23
12. Predicted Noise Levels in 1980.......... 4-27
13. Roadway Sections.......... 5-2
14. Alternative 1 - Greensprings Interchange.......... 5-5
15. Alternative 1 - Klamath River Bridge.......... 5-5
16. Alternative 1 - Other Intersections.......... 5-5
17. Traffic Volumes in Year 2000 With No-Action Alternative and Alternative 3.......... 6-4
18. Predicted Noise Levels in Year 2000 With No- Action Alternative and Alternative 3.......... 6-10
19. Traffic Volumes in Year 2000 with Alternative 1.......... 6-20
20. Future Urbanization Concept with Alternative 1.......... 6-20
21. Predicted Noise Levels in Year 2000 with Alternative 1.......... 6-26
22. Traffic Volumes in Year 2000 with Alternative 2.......... 6-36
23. Future Urbanization Concept with Alternative 2 and 3.......... 6-38
24. Predicted Noise Levels in Year 2000 with Alternative 2.......... 6-40

1A. Wetland Impacts of the Southside Bypass.......... A-1

2A. Wetlands in Klamath Falls Vicinity.......... A-1

3A. Miller Island Unit, Klamath Wildlife Management Area.......... A-3

4A. Wetland Construction Details.......... A-4

LIST OF TABLES

Page

1. Soil Characteristics.. 3-5
2. Past Population of Klamath County and Klamath Falls............ 4-1
3. Population Projections.. 4-3
4. Population Characteristics.................................... 4-5
5. Population by Race, 1970, Klamath County...................... 4-6
6. Klamath County Employment..................................... 4-7
7. Assessed Value and Tax Rate................................... 4-10
8. Average Number of Heavy Trucks to Klamath Falls Area Per Day.... 4-14
9. Total Suspended Particulate and Sulfur Dioxide Concentrations Measured in Klamath Falls.................................... 4-26
10. National and State of Oregon Ambient Air Quality Standards...... 4-27
11. Highway Design Standards..................................... 5-3
12. Cost Estimates in 1978 Dollars............................... 5-11
13. Purposes for Intermediate Stops.............................. 6-4
14. Network Deficiencies in 2000................................. 6-5
15. Air Pollution Emission Summary for All Traffic Facilities in Klamath Falls Area.. 6-9
16. Maximum Hourly Carbon Monoxide Concentrations.................. 6-9
17. Construction Equipment Noise Ranges........................... 6-28

I. SUMMARY

ADMINISTRATIVE ACTION

( ) Preliminary Draft ( ) Draft (x) Final
( ) Section 4(f) Statement Attached

ADDITIONAL INFORMATION

The following individuals can be contacted for additional information concerning the proposal and statement:

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, Oregon 97301
Phone: 378-3845

Mr. Dale Allen
Region Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701
Phone: 382-1911

Mr. Gary A. Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310
Phone: 378-8486

Mr. David Moehring
Asst. State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97308
Phone: 378-6563

SUMMARY DESCRIPTION OF PROPOSED ACTION

The proposed action is a highway project in Klamath County, situated in the south central portion of Oregon. The proposed Southside Bypass (Federal Aid Secondary-FAS-route 959) would be located south of the Klamath Falls urban area and would ultimately link U.S. Highway 97 with State Highway 140 at Olene. The bypass would be constructed in three units (see Figure 1). The first unit, Unit A, will link Highway 97 with Washburn Way (FAS 434) at the latter's intersection with Johns Avenue; it will be constructed with federal funds. The roadway will have a surface width of 48 feet, with two 12-foot-wide lanes and 12-foot shoulders, 8 feet of which would be paved. This segment will be a controlled-access route approximately 2.8 miles long, and will be designed to carry 6,000 to 8,000 vehicles per day (level of service "C"). The central unit of the bypass, Unit B, between Washburn Way and Highway 39, is being built by Klamath County without federal assistance. Construction involves widening the right-of-way along Johns Avenue from 60 to 80 feet, and extending Johns Avenue from Homedale Road to Highway 39. The easternmost unit of the bypass, Unit C, may be proposed for construction in the future if a need for it develops. Units A and B connect two major routes and are not dependent on Unit C to operate effectively. Thus, discussion of Unit C's impacts are not included in this environmental document; appropriate environmental documentation would be done if and when it is proposed for construction. A truck route is also proposed to connect Unit A with downtown Klamath Falls and its environmental impacts are included in this environmental document.

Three alignment alternatives for Unit A were presented in the Draft Environmental Impact Statement. Alternative 1 was selected for advancement. For the purposes of assessing the impacts of the highway network, it was assumed that Unit B is completed. The truck route (see Figure 2) would follow the Southern Pacific Railway line north from the bypass to downtown Klamath Falls, connecting with the industrial area. The truck route is proposed to be constructed by Klamath County.

MAJOR ALTERNATIVES CONSIDERED

Three build alternatives and the No-Action Alternative are considered for Unit A of the proposed Southside Bypass and are illustrated in Figure 2. ALTERNATIVE 1 IS THE SELECTED ALTERNATIVE.

- No-Action Alternative

The No-Action Alternative would involve no new highway construction between Highway 97 and Washburn Way. The Klamath County Construction Program indicates that plans to construct the central segment of the Southside Bypass, from Washburn Way to Highway 39, will continue independently of the proposed Unit A construction. The county also plansto replace the existing Joe Wright Road bridge across the Diversion Channel. Highway 39 from Malin Junction (South 6th Street) to Henley has recently been resurfaced and improved.

- Alternative 1 - Green Springs - (The Selected Alternative)

Alternative 1 requires construction of an entirely new roadway eastward from the Green Springs intersection at Highway 97, connecting ultimately with Johns Avenue at Washburn Way. A new bridge will be constructed over the Klamath River just south of Lake Ewauna. A raised roadway section and bridge is also required over the Southern Pacific main line switching yard. The total length of Alternative 1 is 14,660 feet.

This alternative will require the acquisition of approximately 34 acres of right-of-way from local landowners along this 2.82-mile section. Construction will require the relocation of at least one residence.

- Alternative 2 - Johns Avenue Extension

This alternative would follow Joe Wright Road from its intersection with Highway 97 to a point just beyond the Southern Pacific main line tracks. The alignment would then proceed northeast, crossing the Lost River Diversion Channel, Midland Highway, and the Southern Pacific Modoc line before meeting Washburn Way and Johns Avenue. The total length of Alternative 2 would be 12,100 feet, 11,300 feet newly constructed roadway.

Construction of this alternative would require modification of the U.S. 97 - Joe Wright Road intersection. Bridging of the Diversion Channel and construction of at-grade intersections with the Midland Highway and the Southern Pacific Modoc line would also be required. This alignment would require the acquisition of 14 acres of right-of-way. No existing homes would require relocation.

- Alternative 3 - Joe Wright Road

Alternative 3 would utilize the existing alignment of Joe Wright Road from Highway 97 east to Washburn Way. The bypass would then follow Washburn Way north to Johns Avenue. The total length of Alternative 3 would be 13,600 feet, along existing right-of-way.

As in Alternative 2, the Joe Wright Road - U.S. 97 intersection would require modification. Some modification of the Joe Wright Road - Washburn Way intersection could also be necessary. Construction of this alternative also would require the purchase of additional right-of-way along Joe Wright Road, and may result in displacement of residences abutting the existing right-of-way.

BENEFICIAL AND ADVERSE ENVIRONMENTAL IMPACTS

- Topography

Land alteration would take place, and would affect the existing visual conditions in the area. The impact is expected to be minimal.

- Soils

A significant amount of soil would be disturbed by the construction. Agricultural soils within the selected corridor would be converted to public right-of-way resulting in a loss of associated production. In addition to between 8 and 35 acres needed for right-of-way, 100 to 350 acres are expected to be lost to industrial and commercial development at bypass intersections.

- Water Quality

Water quality could suffer short-term primary adverse effects from any of the three "build" alternatives, as a result of bridge construction across the Klamath River. However, mitigative measures are available to minimize the effects on the aquatic system, and such measures will be incorporated into the construction contracts.

- Vegetation

Vegetation would be eliminated by the construction of any of the three "build" alternatives. Some riparian shrubs and trees may be destroyed during bridge construction. Upland grasses, some woody-stem plants, and a few junipers would also be destroyed. Many of these plants would reestablish after completion of construction. The vegetation is not significant or exceptional to the area.

- Wildlife

Construction could have long-term primary adverse effects on wildlife. Losses, however, are expected to be minimal. Aquatic plants and animals would suffer minimal impact from bridge construction.

Impacts to local wildlife would result from construction of the truck route along the east bank of Lake Ewauna. Use of the lake by waterfowl may be disturbed temporarily during construction. Wetlands along the east side of Lake Ewauna would be partially filled.

- Environmentally Sensitive Areas

The river environment would experience some adverse primary impacts; construction would cause turbidity problems for fish, and riparian vegetation may be destroyed. Such impacts would be minimized by using proper timing and appropriate mitigative measures. The overall primary adverse impacts to the river system are expected to be minimal.

Impacts to the Lake Ewauna wetlands would occur as a result of the construction of the proposed truck route. The truck route would pass through wetland habitat on the east side of Lake Ewauna, filling approximately 12 acres. This adverse impact would be mitigated by creation of a wetland of similar size on the Oregon Fish and Wildlife property on Miller Island. It is determined that there is no practical alternative route for the truck route and that all practicable measures will be used to minimize harm to the wetlands from the construction.

- Transportation

Alternatives 1 and 2 would reduce the traffic volumes on some congested highway links in central Klamath Falls between 6 and 23 percent and 2 and 4.5 percent respectively over those with the No-Action Alternative. This reduction would not, however, be significant enough to have a major effect on improving highway congestion conditions. These alternatives would also reduce heavy truck traffic through downtown Klamath Falls by varying amounts. Traffic volumes may be reduced on some highway links and increased on others.

- Land Use

Industrial development and the continued infill of established residential areas within the project area are expected, regardless of the alternative chosen. These changes from agricultural to urban land uses are anticipated to be reflected in the comprehensive planning policies for Klamath County and the City of Klamath Falls. The "build" alternatives and the proposed truck route would encourage additional conversion of agricultural lands to industrial/commercial uses at important intersections along the bypass routes. The No-Action Alternative would not provide access for new industrial development to the south and so the rate of development in this area would be less.

The "build" alternatives would cause access problems to adjacent agricultural and private property during construction. Large agricultural parcels could be significantly fragmented, and some existing structures, including a household, may be displaced.

- Public Facilities

The "build" alternatives would invite industrial/commercial development in areas without public sewer or water facilities. However, sanitary sewer services could be extended from the nearby system to the areas likely to be most intensively developed. Replacement of towers and realignment of two 69 KV transmission lines may be required.

- Air Quality

The levels of hydrocarbons, carbon monoxide, and lead in the Klamath Falls area are projected to decrease and the level of nitrogen oxides is projected to increase slightly with all alternatives. The amounts of hydrocarbons and carbon monoxide under Alternative 1 are projected to be less than those under Alternative 2 and the levels under Alternative 2 less than those under Alternative 3 or the No-Action Alternative. Under none of the alternatives is it projected that violations of the maximum hourly carbon monoxide standards would occur.

- Noise

Noise levels in downtown Klamath Falls are presently high but do not exceed federal design noise levels. The levels downtown are not projected to change much under any of the alternatives. The Build Alternatives would result in higher noise levels along Johns Avenue and along the new alignments, although they would not exceed design noise levels. The relative increase in noise levels along the western part of Alternative 1 near the cemetery and golf course would require mitigation by construction of noise berms.

SYNOPTIC COMPARISON OF ALTERNATIVES

The following matrix contains a summary of important characteristics and environmental impacts for each Southside Bypass Alternative for Unit A. Only those characteristics and impacts which differ significantly between alternatives are included in order to better compare adverse and beneficial factors of each alternative.

KLAMATH FALLS SO

SYNOPTIC COMPARISON

	DESIGN CHARACTERISTICS	PHYSICAL IMPACTS				
		PHYSICAL FEATURES	WATER QUALITY	WILDLIFE	ENV. SENSITIVE AREAS	L
NO-ACTION ALTERNATIVE	No westerly segment of the bypass would be constructed. Unit B will be completer by the county. No right-of-way would be required. The existing Klamath River bridge on Highway 97 would eventually require replacement at a cost of $3,518,000.	No changes to land forms or visual character would occur. Vacant and agricultural lands would convert to urban uses in project area resulting in loss of agricultural soils.	Water quality in Klamath River is presently poor in the late summer months. Quality of water in irrigation channels is typically poor. Short-term impacts may occur during replacement of the Klamath River bridge.	Wildlife would continue to experience some adverse impacts, primarily related to highway crossings. Limited wildlife would be affected during reconstruction of the existing Klamath River bridge.	The reconstruction of the existing Klamath River bridge may cause temporary adverse impacts, resulting from turbidity and destruction of riparian vegetation. No sensitive areas would be directly affected.	Develop would c Johns A greater Land va urbaniz land oc
ALTERNATIVE 1	A new roadway approximately 14,900' long would be constructed on new alignment. 35 acres of right-of-way would be acquired. Three new bridges would be constructed; two at-grade crossings would be encountered along the route. Cost: $8,552,000	The leveling of a knoll west of the river and road cuts to the east would alter these land forms. The new bridges would alter the visual character of the area. The road would pass close to a golf course and a cemetery. 22 acres of agricultural soils would be lost to the new roadway; between 100 and 250 acres would be lost to urbanization of surrounding areas.	Short-term impacts would occur during new bridge construction. Similiar effects would occur during replacement of the existing bridge.	Limited aquatic wildlife would be destroyed during bridge construction and replacement. Construction timing would be coordinated to produce the least adverse impact. A limited number of mammals would be destroyed or displaced during roadway construction. The new highway would cause some loss of transient wildlife, and would pose a significant barrier to wildlife movement. The truck route may displace waterfowl during construction.	The Klamath River and riparian vegetation may experience temporary adverse impacts during construction and existing bridge reconstruction. The truck route would fill wetlands along Lake Ewauna. These wetlands will be replaced by creation of new wetlands on Miller Island.	Addition at Washb intersec Midland Highway 100 and land wo Land val would in Develop the nor Three a be fragm displace
ALTERNATIVE 2	800 feet of roadway would be widened and 11,300 feet of roadway would be constructed on new alignment. About 26.5 acres would be acquired for new right-of-way. No new bridge across the Klamath River would be required.Replacement of the existing Highway 97 bridge would be a priority. There would be a bridge across the Diversion Channel.Five at-grade crossings would be encountered along the route. Cost: $2,595,000	Minor topographical changes would occur at channel and railroad crossings. 26 acres of agricultural soils would be lost to the new roadway; between 130 and 350 acres would be lost due to urbanization of surrounding areas.	No primary effects would occur due to the bypass construction. Short-term impacts may occur during replacement of the existing Klamath River bridge.	The new highway would cause some loss of transient wildlife, and would pose a significant barrier to wildlife movement. The truck route may displace waterfowl during construction. Limited aquatic wildlife would be affected during bridge reconstruction.	The truck route would fill wetlands along Lake Ewauna. The reconstruction of the existing Klamath River bridge may cause temporary adverse impacts.	Addition would oc springs Altamont Between agricultu Land va would in Speculat values w bypass. Three a be fragm
ALTERNATIVE 3	13,600 feet of existing roadway would be widened. 8 acres would be acquired to widen the existing right-of-way. No new bridge across the Klamath River would be required. Replacement of the existing Highway 97 bridge would be a priority. The bridge across the Diversion Channel would need to be improved. Five at-grade crossings would be encountered along the route. Cost: $2,820,000	No significant changes to landforms or visual character would occur. Eight acres of agricultural soils would be lost to the new roadway; between 130 and 350 acres would be lost due to urbanization of surrounding areas.	Short-term impacts may occur during replacement of the existing Klamath River bridge. No primary effects would occur due to the bypass construction.	Wildlife would continue to experience some losses related to highway crossing. The truck route may displace water waterfowl during construction. Limited aquatic wildlife would be affected during bridge reconstruction.	The truck route would fill wetlands along Lake Ewauna. The reconstruction of the existing Klamath River bridge may cause temporary advers impacts.	Addition would o springs Altamont Between agricultu Land val would in Speculati values wo bypass.

LLS SOUTHSIDE BYPASS

MPARISON OF ALTERNATIVES

	HUMAN IMPACTS				
ENSITIVE REAS	LAND USE	TRANSPORTATION	AIR QUALITY	NOISE	ENERGY
tion of the existing ridge may cause rse impacts, turbidity and riparian vegetation. reas would be ted.	Development in the project area would continue;intersections along Johns Avenue would experience greater development pressures. Land values would increase as urbanization of agricultural land occurs.	Traffic congestion in downtown Klamath Falls and South 6th Street would continue,resulting in 12 important roadway links operating over capacity. Heavy truck volumes would also continue in these same areas. Traffic volumes in the project area would experience normal increases. No truck route would be constructed.	CO,HC,and lead emissions are projected to decrease through the year 2000, although not as much as with Alternative 1 or 2. This will comply with the State Implementation Plan.	Design noise levels would be exceeded at 50'from centerline along Highway 97 and the Eastside Bypass. Sound levels in the project area would remain well below design noise levels. Since there would be no construction of Unit A, there would be no construction noise impacts.	Energy use in the year 2000 on highway links through downtown that are presently used by thru-traffic (some of which could be diverted to a southside bypass) is projected to be 603 billion BTUs. There would be no energy expenditure for construction of the westerly unit of the bypass.
ver and riparian experience rse impacts during nd existing bridge . e would fill Lake Ewauna. These e replaced by wetlands on	Additional development pressures at Washburn Way,Greensprings intersection,the truck route, Midland Highway,Altamont Drive,and Highway 39 would occur.Between 100 and 250 acres of agricultural land would be lost. Land values at these intersections would increase significantly. Development would occur mainly to the north of the bypass. Three agricultural parcels would be fragmented and four structures displaced.	Traffic volumes downtown and along South 6th Street would be reduced by 6-23 percent. The reduction would not have a major effect on traffic congestion in these areas; 5 of the 12 links would still have capacity deficiencies. Heavy truck volumes would be somewhat reduced in central Klamath Falls. The truck route would be constructed into the City's industrial area.	CO and HC emissions are projected to decrease through the year 2000; this decrease is the greatest with Alternative 1. Nitrogen oxides are projected to increase slightly over 1980 levels. This will comply with the State Implementation Plan.	Design noise levels would be exceeded at 50' from centerline along Highway 97 and the Eastside Bypass. There would be no impact on noise levels downtown. Noise along the bypass would increase to 70dBA in the year 2000. Reames Country Club and Klamath Memorial Park Cemetery would experience significant increases in noise levels; barriers would be built to mitigate this. There would be noise during construction of the bypass.	Energy use in the year 2000 on the bypass and on highway links through downtown is projected to be 579 billion BTUs. Roughly 500 billion BTUs in fuel and materials would be used in construction of the bypass.
e would fill lake Ewauna. tion of the existing ridge may cause se impacts.	Additional development pressures would occur at Washburn Way,Greensprings intersection,Highway 97, Altamont Dr.,and Highway 39. Between 130 and 350 acres of agricultural lands would be lost. Land values at these intersections would increase significantly. Speculative increase in land values would occur north of the bypass. Three agricultural parcels would be fragmented.	Traffic volumes downtown and along South 6th Street would be reduced by less than 5 percent.The reduction would not have a major effect on traffic congestion;11 of 12 links would still have capacity deficiencies. Heavy truck volumes in downtown Klamath Falls would be reduced only slightly. The truck route would be nearly 2 miles longer than that with Alternative 1.	CO and HC emissions are projected to decrease through the year 2000; this decrease is greater than that projected with the No-Action Alternative but not as great as with Alternative 1. Nitrogen oxides are projected to increase slightly over 1980 levels. This will comply with the State Implementation Plan.	Design noise levels would be exceeded at 50' from centerline along Highway 97 and the Eastside Bypass. There would be no impact on noise levels downtown. Significant increase in noise would occur at one house along Midland Highway. There would be noise during construction of the bypass.	Energy use in the year 2000 on the bypass and on highway links through downtown is projected to be 657 billion BTUs. Roughly 500 billion BTUs in fuel and materials would be used in construction of the bypass.
e would fill lake Ewauna. tion of the existing ridge may cause s impacts.	Additional development pressures would occur at Washburn Way,Greensprings intersection, Highway 97, Altamont Dr., and Highway 39. Between 130 and 350 acres of agricultural lands would be lost. Land values at these intersections would increase significantly. Speculative increase in land values would occur north of the bypass.	Traffic volumes downtown and along South 6th Street would not be changed significantly over that expected with the No-Action Alternative. Heavy truck volumes would not be affected either. The truck route would be about 2 miles longer than that with Alternative 1.	CO and HC emissions are projected to decrease through the year 2000 but not as much as under Alternatives 1 or 2. Nitrogen oxides are projected to increase slightly over 1980 levels. This will comply with the State Implementation Plan.	Design noise levels would be exceeded at 50'from centerline along Highway 97 and the Eastside Bypass. There would be no impact on noise levels downtown. There would be noise during construction of the bypass.	Energy use on major highway links under Alternative 3 would be similiar to the energy use on these links under the No-Action Alternative -603 billion BTUs. Roughly 400 billion BTUs in fuel and materials would be used in construction of the bypass.

ENTITIES FROM WHICH COMMENTS WERE REQUESTED

- Federal

  U.S. Department of Agriculture
  *U.S. Department of Army
  U.S. Department of Commerce
  U.S. Department of Housing and Urban Development
  *U.S. Department of The Interior
  National Marine Fisheries Service
  *U.S. Department of Energy
  *U.S. Environmental Protection Agency
  *Federal Aviation Administration

- State

  Economic Development Division
  *Department of Environmental Quality
  Geology and Mineral Industries
  Intergovernmental Relations Division
  Land Conservation and Development Commission
  State Historic Preservation Office
  Parks Department
  Department of Fish and Wildlife
  Department of Forestry
  Department of Agriculture

- County

  Klamath County Public Works Department
  Klamath County Planning Department
  Klamath County Economic Development Association
  *Klamath County Commissioners
  Klamath County Committee for Citizen Involvement
  Klamath County School District
  Klamath Union High School
  Klamath County Roads Advisory Committee
  Midland-Worden-Lower Lake Area Committee

- City

  Klamath Falls Planning Department
  Klamath Falls Public Works Department

*Commented on Draft Environmental Impact Statement - See Chapter VII.

ENTITIES FROM WHICH COMMENTS WERE REQUESTED - continued

- Private

Oregon Environmental Council
South Suburban Sanitary District
Kingsley Air Force Base
Klamath Irrigation District
Pacific Power and Light
Modoc Lumber Company
DG Shelter Products
Columbia Plywood Company
Weyerhaeuser
Oregon Institute of Technology

II. LOCATION AND DESCRIPTION OF PROPOSED PROJECT

INTRODUCTION

The development of early roadway systems in the United States generally followed the pattern of linking towns by one or more major routes. The crossroads areas typically evolved as the local commercial or business districts. The expansion of these districts resulted in use of the roads by both local and through-traffic, and traffic congestion of the downtown business districts became a major problem. In order to solve this problem, bypass routes were constructed to divert through-traffic around these business areas.

The development of the road system in the Klamath Falls areas has followed a similar pattern. Only two of the three proposed bypass elements have been constructed (the Westside and the Eastside), with the result that streets in the downtown area still carry the bulk of regional east-west traffic. A bypass constructed south of the central business district would complete the bypass system, alleviating more of the congestion in downtown Klamath Falls.

The proposed Southside Bypass is part of the proposed Klamath County Road Construction Program, scheduled for completion between 1977 and 1985. The program is sponsored primarily by the Klamath County Public Works Department; other participating sponsors include the City of Klamath Falls, the Oregon Department of Transportation, and the Federal Highway Administration. The bypass and other elements of the construction program represent a collective effort by county, city and state transportation agencies to alleviate existing deficiencies in the roadway system of the Klamath Falls area. Figure 1 shows the proposed bypass network.

Various portions of the Southside Bypass presented in this assessment could be constructed with different fund sources. Funding sources for any portion of Unit A or the truck route have not been determined at this time.

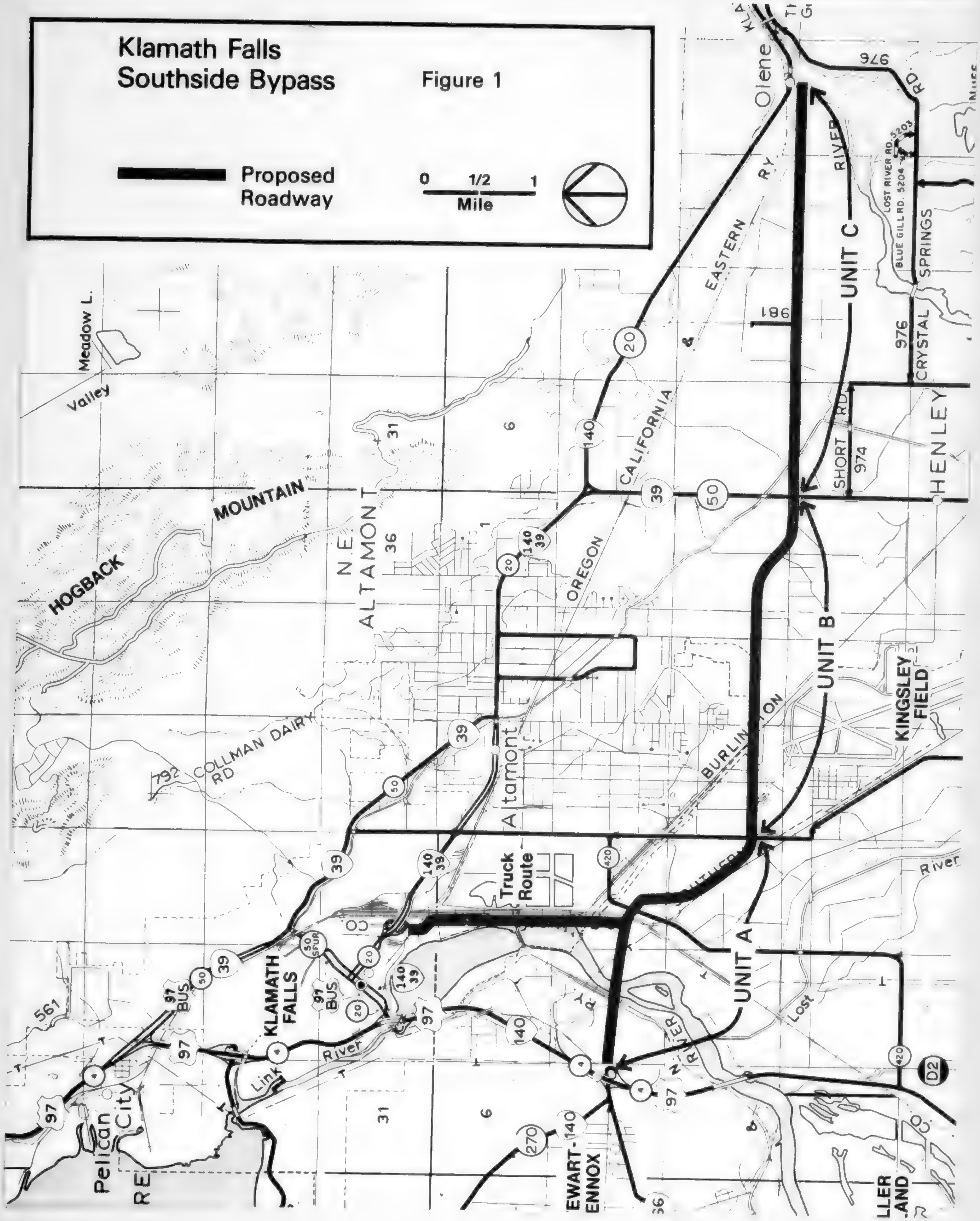
In 1976, the Klamath County Public Works Department formally requested that the Oregon Department of Transportation include the Southside Bypass as a part of the State's Six-Year Highway Improvement Program. The county identified the need for an auto and truck bypass of downtown Klamath Falls as the major problem to be solved, and has received support from numerous business and citizen's groups through community participation workshops. The Oregon Department of Transportation conducted a project assessment, identifying the project as a major action with significant environmental impacts, which requires an Environmental Impact Statement.

PROJECT PURPOSE

Now served by four major highways, Klamath Falls is a major crossroads for auto and truck traffic in south-central Oregon. U.S. 97 serves areas from northern California to the Columbia River, and together with State Highway 39, which extends toward the Reno-Lake Tahoe area, provides excellent north-south traffic movement. Both routes bypass the central business district, U.S. 97 to the west and Highway 39 to the east and north. The major deficiency in the system is the lack of an adequate east-west bypass of the central business district. The location of both the major residential and employment centers contributes to this problem.

The major elements of the local economic base are sawmills or plywood mills which employ a significant portion of the area's working population. These mills require large amounts of raw timber, which are transported by truck or train from harvested areas. Both the major population areas and the prime timberlands are located east of the Klamath River, while three of the four major local mills are situated west of the river. The shortest route for both employees and log trucks to and from these mills involves the use of South Sixth Street and the one-way couplet of Main Street and Klamath Avenue in the downtown area. This traffic load has a negative impact on the downtown area by increasing congestion, noise, air pollution, safety hazards and road maintenance costs.

By offering a direct, low-impedance route from areas east of the city to mill locations west of the Klamath River, the Southside Bypass should significantly reduce regional log truck trips through downtown Klamath Falls. South 6th Street, the 5th and 6th Street couplet, the Main and Klamath Street couplet, and West Main Street now experience traffic congestion, disruption of commercial activities, and air and noise quality problems. These inconveniences are caused by through-traffic, commuter traffic and heavy truck traffic which have no other alternative but to use these routes for east-west movement through the Klamath Falls urban area. The Southside Bypass is expected to attract some of this vehicle and truck traffic away from these downtown roadways. Some minor improvements in travel times are expected for through-traffic, trucks and commuters using South Sixth Street. Generally, safety improvements are expected when



Klamath Falls Southside Bypass

Figure 1

Proposed Roadway
0
1/2
1
Mile
UNIT A
UNIT B
UNIT C
Olene
RIVER
RD.
976
LOST RIVER RD. 5203
BLUE GILL RD. 5204
SPRINGS
CRYSTAL
976
RY.
EASTERN
&
CALIFORNIA
OREGON
186
20
140
39
50
HENLEY
SHORT RD.
974
Meadow L.
Valley
31
6
HOGBACK
MOUNTAIN
N.E.
ALTAMONT
36
Altamont
COLLMAN DAIRY RD
792
BURLINGTON
KINGSLEY FIELD
420
Truck Route
River
Lost
KLAMATH FALLS
97 BUS
50 SPUR
561
4
97
Link
River
Pelican City
31
6
270
140
STEWART-LENNOX
RIVER
56
D2
LLER
AND

traffic volumes are significantly reduced on commercial streets used by many pedestrians. There may also be reductions of through- and truck traffic on local roadways within the project area.

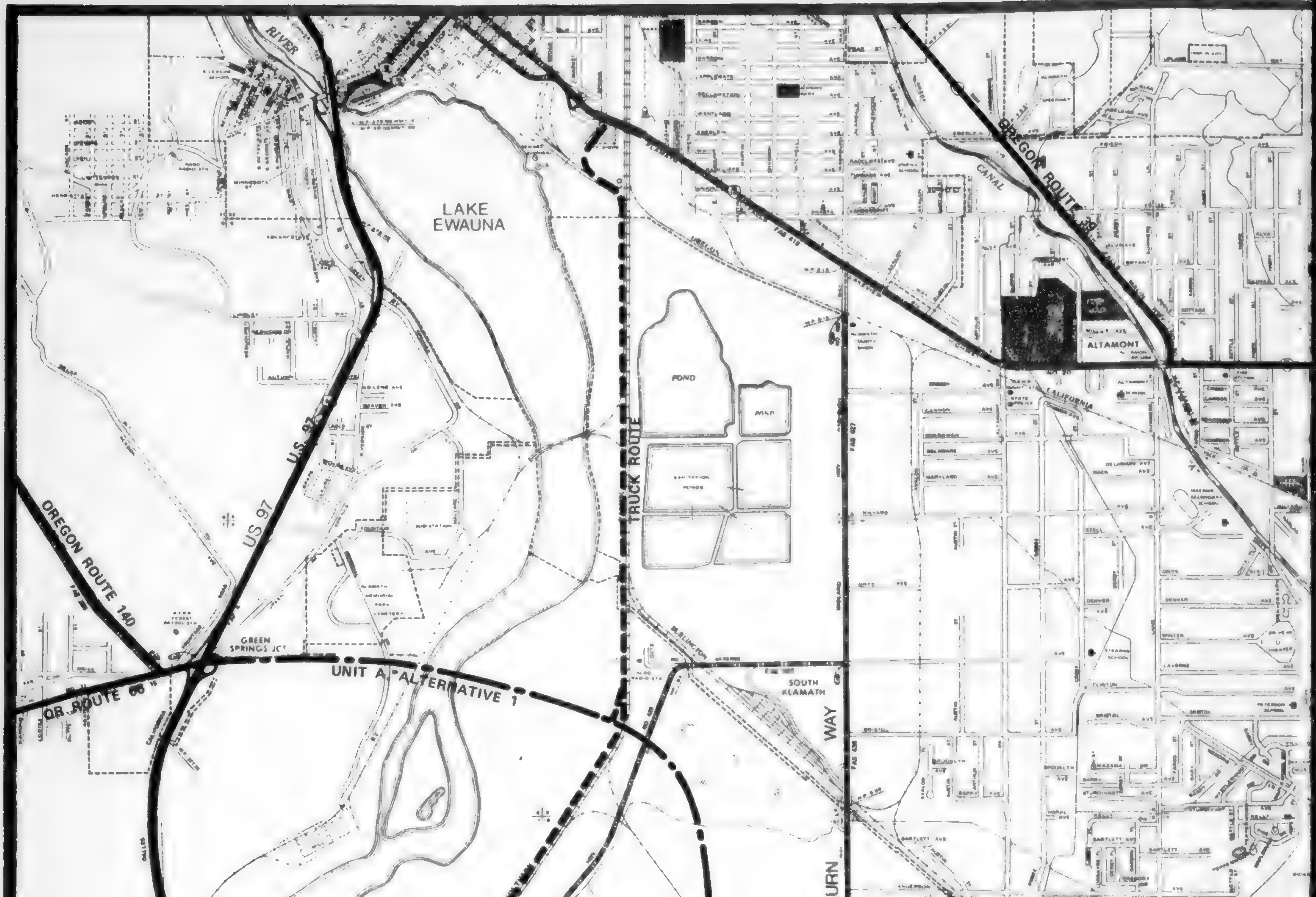
DESCRIPTION OF THE PROPOSED PROJECT

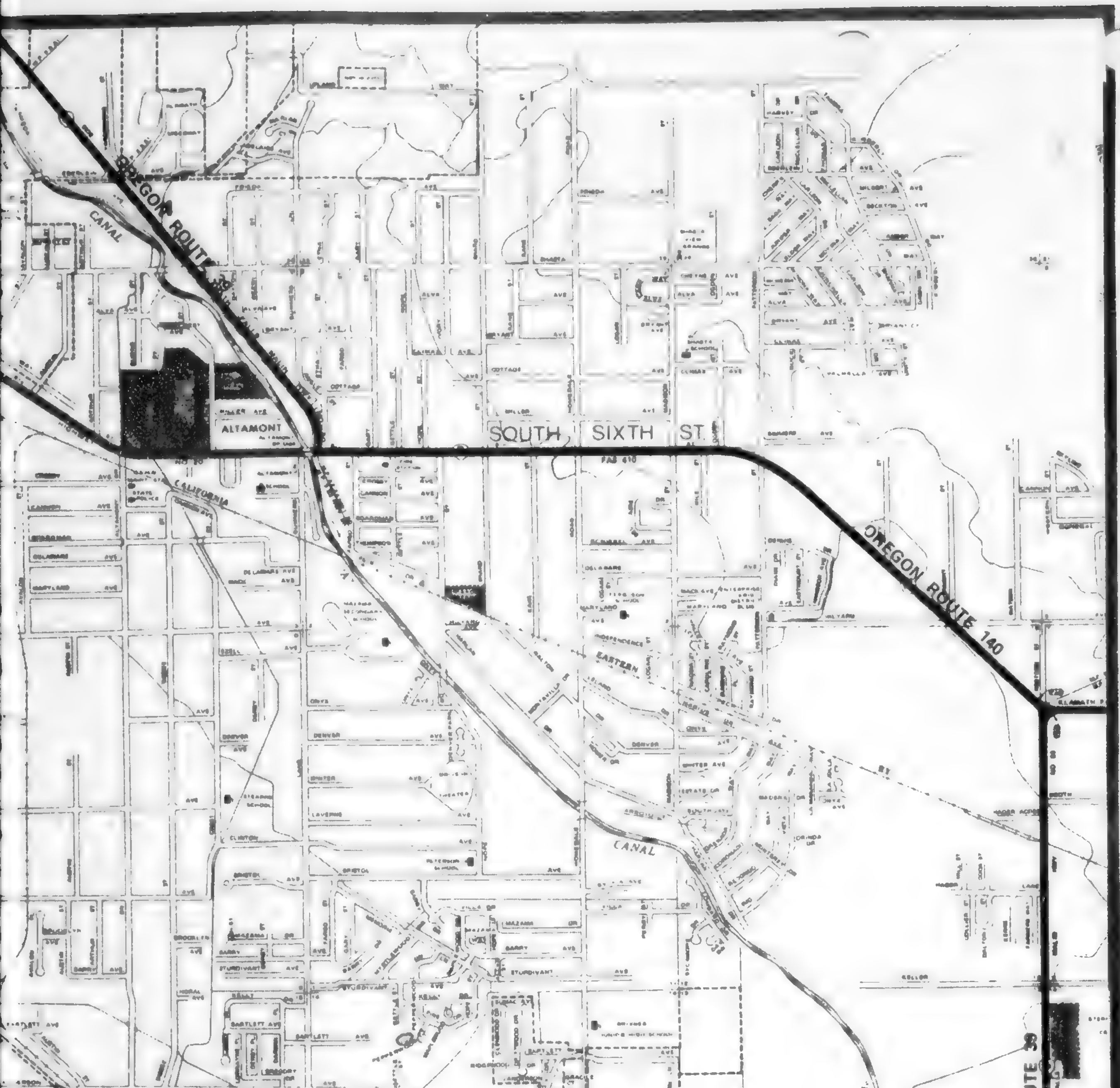
As shown in Figure 1, the proposed Southside Bypass will be located on the southern edge of the Klamath Falls urban area, connecting U.S. 97 and Ore. 39. The truck route will connect the Southside Bypass with the downtown industrial area, providing trucks access to this area without using South Sixth Street or the Main Street-Klamath Avenue couplet. Construction of the bypass would be completed in three separate projects, as indicated in Figure 1 by unit designations. For Unit A, three alternative corridors were considered to connect U.S. 97 with the Johns Avenue-Washburn Way intersection. Alternative 1 is the selected alternative. Another unit to the east of Unit B could be built in the future connecting the bypass to Olene if a need is shown.

The roadway would be constructed to an overall surface width of 48 feet with two 12-foot lanes and 12-foot shoulders. The bypass would be a controlled-access route designed to accommodate the traffic volumes expected (6,400 to 8,800 vehicles per day by 2000). It is expected that truck traffic will comprise 14 percent of the average daily traffic along the road.

Construction of Unit A would require the acquisition of from 80 to 200 feet of right-of-way along the corridor. Additional right-of-way would be necessary for bridge construction and intersections. This could necessitate the purchase of as much as 26 acres of land between U.S. 97 and Washburn Way, depending on the specific alternative alignment selected; (see Figure 2).

Unit B of the proposed bypass, encompassing the Johns Avenue corridor between Washburn Way and Highway 39, is another part of the Klamath County Road Construction Program. Construction of the bypass along this segment required the acquition of additional right-of-way along the existing road as well as purchase of corridor right-of-way between Homedale Road and Highway 39. This segment of the bypass will be completed in 1981 if construction program timetables are met. Improvements to intersections at Avalon Street, Altamont Road, Summers Lane and Homedale Road will be necessary, and have been planned, to accommodate the additional surface width of the bypass.


RIVER
LAKE EWAUNA
TRUCK ROUTE
POND
POND
SANITATION PONDS
OREGON ROUTE 39
CANAL
ALTAMONT
CALIFORNIA
U.S. 97
US 97
OREGON ROUTE 140
GREEN SPRINGS JCT.
OR. ROUTE 66
UNIT A, ALTERNATIVE 1
SOUTH KLAMATH
WASHBURN WAY
PROPOSED SOUTHSIDE BYPASS
RIVER
LOST
RIVER
JOHNS AVENUE
UNIT B
UNIT A, ALTERNATIVE 2
HIGHWAY
KLAMATH
JOE WRIGHT ROAD
UNIT A, ALTERNATIVE 3
DIVERSION
CHANNEL
MIDLAND
U.S. 97
KINGSLEY FIELD


OREGON ROUTE 39
CANAL
ALTAMONT
SOUTH SIXTH ST
FAS 410
CALIFORNIA
OREGON ROUTE 140
EASTERN
CANAL
SOUTHSIDE BYPASS
JOHNS AVENUE
UNIT B
HIGHWAY ROUTE 39
KINGSLEY FIELD

Legend

━━━ Existing Route

━·━ Proposed Bypass Route

– – – Proposed Truck Route

0 2000 4000
Feet

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Southside Bypass Alternatives

Figure 2

Construction of the final unit of the bypass from Highway 39 to Olene is contingent upon the results of a re-evaluation of need. This additional link could be required should a significant increase in usage of the proposed Southside Bypass occur. A ten-year time frame has been identified by the county for construction of this segment. Appropriate environmental documentation would be done if and when it is proposed for construction.

Construction of the Truck Route is projected to begin in 1981 and be completed by 1984. The possible alignments of the truck route for each alternative are shown in Figure 2.

RELATIONSHIP TO LOCAL PLANS

The addition of the Southside Bypass to the local transportation system was proposed as early as 1959 and has been supported since that time by the majority of the plans prepared for the area. In their publications entitled "Land Use in Klamath Falls, 1958" and "Major Streets in Klamath Falls, 1959," the University of Oregon's Bureau of Municipal Research and Service discusses the problems of trucks and through-traffic in the city, and proposes a bypass alignment for Unit A similar to Alternative 1. In a later publication, they again recommend the bypass alignment ("Urban Service Needs of the Klamath Falls Urban Area, 1963"). The bypass has also been recommended by the Klamath County Comprehensive Plan, 1972, the Topics Study, 1973, and the Downtown Development Plan, 1977.

The Klamath County Road Construction Program proposes the bypass as the major focus of its road system development between 1977 and 1985. The combination of the truck route and bypass could remove virtually all through truck traffic from South Sixth Street. Other elements of the proposed county road program include the widening and resurfacing of Summers Lane, Altamont Road, Avalon Street and Homedale Road in conjunction with the completion of the western segment of the bypass.

PUBLIC AND AGENCY INVOLVEMENT

The Klamath County Roads Advisory Committee recommended in 1971 that the County Commission adopt an alignment similar to Alternative 1 and begin the necessary acquisition. Similar recommendations were made during the next four years; in March 1975, the Klamath County Commission voted to approve the Southside Bypass. This stimulated the beginning of acquisition east of Washburn Way (Unit B) and further study of the westernmost unit (Unit A). An advisory group composed of city and county officials, the Chamber of Commerce, and representatives of a citizen's advisory committee met in public meetings to discuss alternatives for the western segment of the bypass route. In June of 1975, this group adopted the Alternative 1 alignment and requested a meeting with State Highway officials to discuss funding sources. Two such meetings were held late in 1975 to inform state officials of the need for the project, and to ask for assistance for the building of Unit A.

The Midland-Worden-Lower Lake Area Committee, the citizen's committee concerned with a major portion of the project area east of the Klamath River, has held three meetings to discuss the Southside Bypass project. Meetings have been held with the group to discuss the alternatives for Unit A considered in this EIS, and the Environmental Impact Statement process. Concerns expressed by this group include: the possible conversion of agricultural lands to industrial or commercial uses; the likely increase in traffic noise and congestion on Joe Wright Road if Alternative 3 is adopted; the large number of access points to the bypass east of Washburn Way (on Unit B), the water and air quality during construction. The committee generally favored the bypass, particularly Alternative 1, as a way to reduce traffic problems in Klamath Falls and the project area.

The City of Klamath Falls and Klamath County are in the process of preparing their comprehensive plans. At the time this assessment was undertaken, however, there was no clear sense of future public policy for the Klamath Falls urban area. Two workshops were conducted to discuss land use, growth and transportation issues; the first was with city and county officials and staff and county, state and federal agency officials; the second was with city and county citizens. The meetings were highlighted in the local press.

A public hearing on the Draft EIS was held at 7:30 on May 1, 1978 at the Klamath County Courthouse Annex. The alternatives for Unit A, the environmental impacts, and right-of-way compensation were presented and several people gave comments or asked questions about the bypass project. Two of those who spoke said they preferred Alternative 1; cards filled out at the hearing indicated that two people preferred the No-Build Alternative, three preferred Alternative 2, and one preferred Alternative 3. Comments and questions raised at the hearing are given in Chapter VII.

On June 9, 1978 the Klamath County Board of Commissioners passed a resolution adopting Alternative 1 for the route of Unit A. The text of this resolution appears in the Appendix.

III. EXISTING PHYSICAL ENVIRONMENT

CLIMATOLOGY

Klamath Falls is located inland, shielded from the maritime influence of the Pacific Ocean so that it experiences relatively light precipitation. The annual average rainfall is about 14 inches, 80 percent of which falls between October and May. Snowfall is moderate, with a seasonal average of 45 inches. Snowfall exceeds one inch per day on the average of 15 days per year.

Temperatures vary considerably between the seasons. The average temperature is below freezing (32°F) for 152 days a year, while it exceeds 80°F 75 days of the year.

Prevailing winds also vary with the season. During late autumn and winter the wind is predominantly south and southeasterly; in the spring, summer and early autumn the wind is predominantly northwesterly. The highest average wind speeds occur during winter; generally, more stable conditions are found in late summer and autumn. However, some times of vary stable atmospheric conditions can be expected to occur in the winter during calm periods with low air temperatures.

TOPOGRAPHY

The project area lies approximately two miles south of downtown Klamath Falls, at an elevation of 4,095 feet. Hills, which are representative of the southern portion of the Cascade Mountains, rise to the north and west to elevations of 5,400 feet and more. The eastern and southern perimeters of the project area are relatively flat agricultural and urban lands, with geologic "horsts"* occurring as sporadic ridges. Within the immediate project area, the highest elevation is the hill just south of Green Springs Junction, which is 4,406 feet. The topography is primarily gently rolling slopes over the remainder of the area.

GEOLOGY

Alluvial deposits of the Holocene period (Figure 3, map symbol Qal) are the predominant geologic formation in the project area. The deposits are the most recent formations in the general area, and are continuing to develop within the Klamath Lake system.

*A "horst" is a block of the earth's crust separated by faults from adjacent relatively depressed blocks.

Alluvial deposits are formed by lake and river action, and contain diatomite, peat, sand and gravel deposits. Almost the entire area east of the Klamath River, as well as small bands on the western bank, is characterized by this alluvium, as can be seen in the figure.

The fluvial, terrace and lacustrine (lake) deposits of the Pleistocene period (map symbol Qlo) preceded the alluvial deposits. This formation is found in the northeast portion of the project area and defines the higher lake levels of the past. These deposits were formed after the establishment of the existing river basin. A known geothermal area exists beneath this formation.

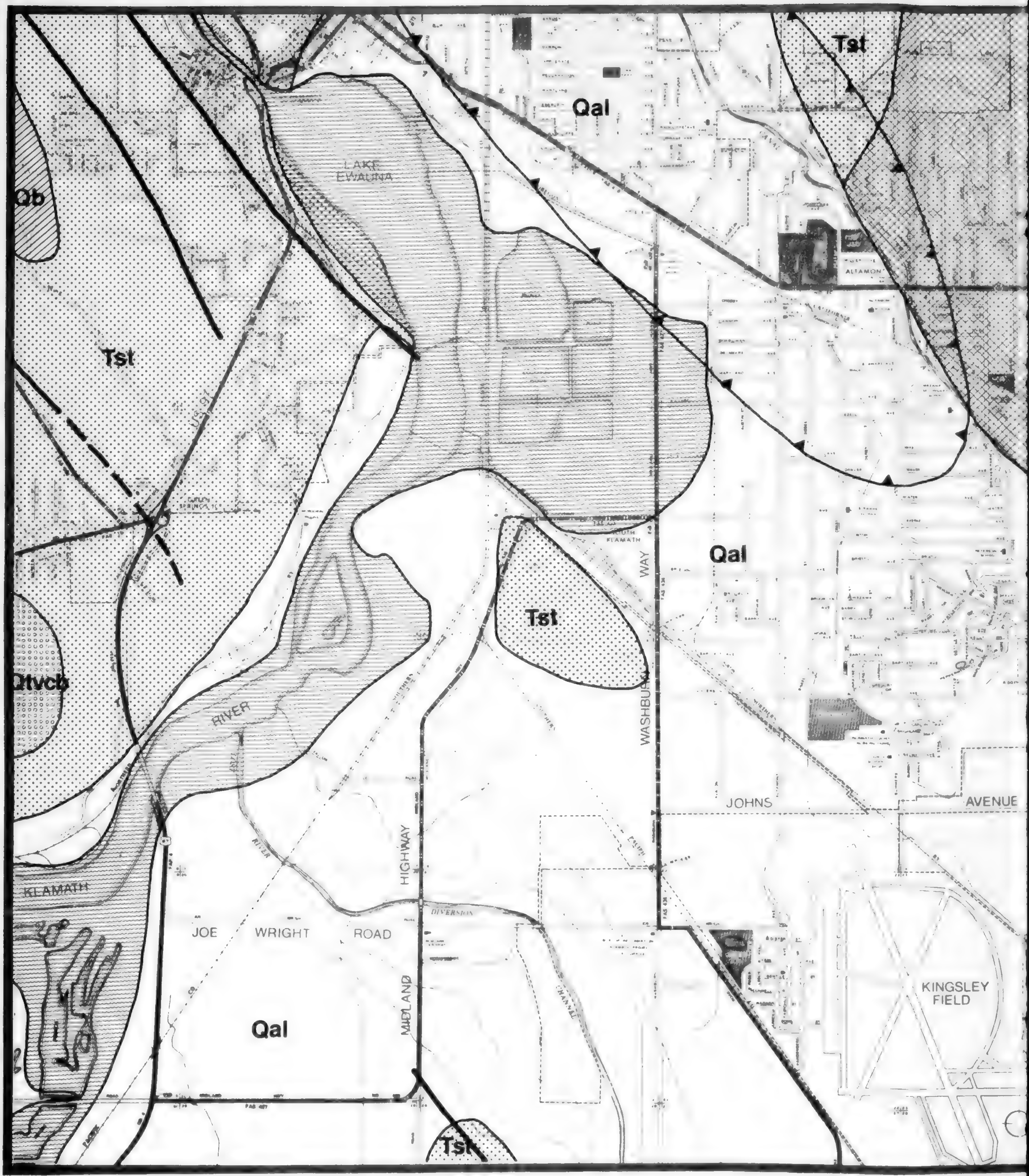
The basalt flows (map symbol Qb) are from the early Pleistocene period and are widespread throughout the Klamath Basin. Within the project area, however, this formation appears in only two locations, one southeast of Green Springs Junction along Highway 66 and the other in the Hogback Mountain area. Generally thin-bedded (20-30 inches thick), this rock typically overlies the lacustrine and fluviatile sediments of the area.

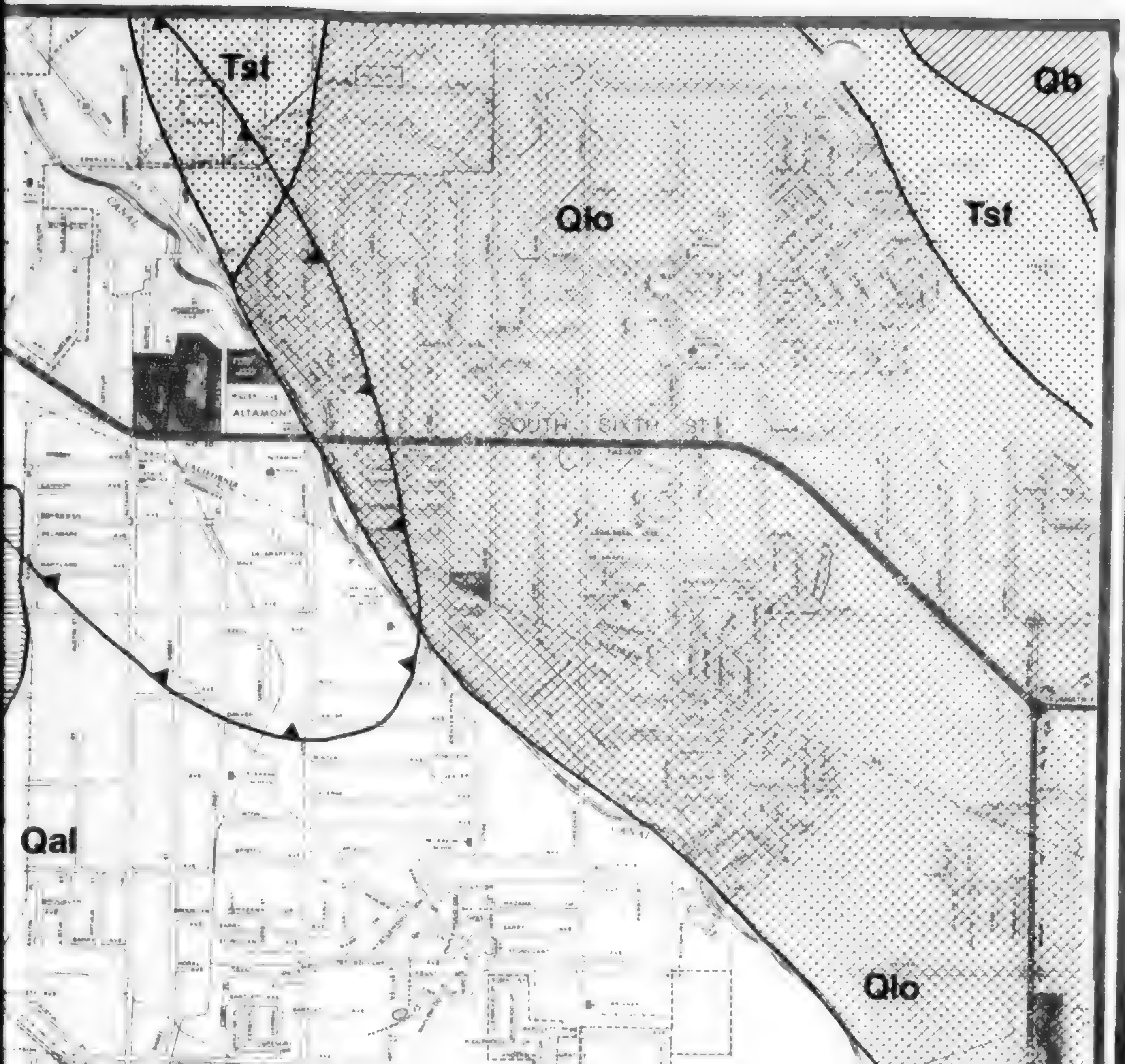
During the late Tertiary-Quaternary period, the basaltic eruptive centers (map symbol Qtvcb) were formed. This unit occurs in one place within the project area, southeast of Greensprings Junction.

The oldest rock in the project area is the lacustrine and fluviatile tuffaceous deposits and basaltic tuffs and breccias (map symbol Tst) of the late Pliocene period, which is the primary geologic unit west of the Klamath River. Smaller exposures of this formation occur on the east side where they are surrounded by alluvial deposits. This unit consists of lacustrine diatomites and basaltic tuffaceous sandstones and siltstones. The diatomaceous sediments are present locally in large amounts, but have not been mined for commercial use (1).

- Faults

Three geologic faults intrude into the project area, originating from the northwest and terminating before reaching the Klamath River. These faults were mapped in 1977 using aerial photographs and ground-proofing (2). As depicted in road cuts along Highway 97, the faults are characterized by relatively small displacements, close spacing and consistency in the strike pattern. There are no historical records of actual ground movements, and although these faults are susceptible to tremors, they are not considered a threat to human activity in the area.


Tst
Qal
Tst
Qb
LAKE EWAUNA
Tst
ALTAMONT
SOUTH KLAMATH
Qal
Tst
Qtvcb
RIVER
WASHBURN WAY
JOHNS
AVENUE
KLAMATH
HIGHWAY
DIVERSION
JOE
WRIGHT
ROAD
KINGSLEY FIELD
MIDLAND
CHANNEL
Qal
Tst


Tst
Qb
Qlo
Tst
CANAL
ALTAMONT
SOUTH SIXTH ST
Qal
Qlo
HIGHWAY 39
JOHNS
AVENUE
KINGSLEY
FIELD
Qal

Legend

☐	Qal	Alluvial Deposits
▨	Qlo	Fluvial Terrace
▨	Qb	Basalt Flows
▨	Qtvcb	Basalt Eruptive Center
▨	Tst	Diatomaceous Tuffs
—		Fault (dashed where approximate)
▲-▲		Geothermal Area
▨		Floodplain

0 2000 4000
Feet

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Geology

Figure 3

- Thermal Resources

The geothermal field in the northeast portion of the project area (see Figure 3) is a portion of a much larger, identified geothermal area, the Klamath graben complex. This field has slightly tilted (northwesterly) trending blocks composed of diatomaceous tuffs and layered sediments (map symbol Tst). The tuffs and sediments are known to be at least several hundred feet thick in the Klamath Falls area and are usually impervious to the flow of water, creating a cap at the surface of the trending blocks.

In most cases in the general thermal area these blocks yield large quantities of live hot water. Although the heat source is not known, Pliocene-Pleistocene dikes and silt-like masses interstratified in lacustrine deposits in adjacent areas suggest the presence of a cooling igneous mass at depth. The existence of bleached and silicified rocks, deposits of calcite and gypsum, and a minor halo of mercury mineralization surrounding the geothermal area corroborates this suggestion. To date, temperatures of the thermal wells drilled in the geothermal zone have reached 235°F.

- Mineral Resources

The lacustrine and fluviatile unit (map symbol Tst) contains considerable quantities of diatomite, a friable, sedimentary rock of low density, composed of the microscopic, siliceous, shell-like frustules secreted by aquatic plants called diatoms. Industrial uses of diatomite include the manufacture of a wide variety of filters, insulating materials, absorbants and fluid carriers, lightweight cement aggregates, abrasives and ceramic products. Although large quantities of diatomite are found within the project area, the accompanying volcanic-derived sediments have contaminated it to the extent that commercial extraction is not feasible at this time.

Local deposits of good quality sand and gravel are limited in Klamath Falls. Current sand and gravel supplies are taken from two deposits that occur as alluvial fans where streams historically entered an ancient lake. Past movement of the bounding faults of the Klamath graben have elevated these deposits approximately 300 feet above the valley floor. The largest deposit occurs at the north end of Stukel Mountain, about 7 miles south of the project area. The gravels of this deposit are poorly sorted, crudely stratified, and are found as deeply as 50 feet. A similar deposit is located 3 miles northeast of Klamath Falls on the Old Fort Road. The quantity of available rock is more visibly limited at this second deposit.

Suitable crushing rock is found in the Pliocene basalt flows intercalated within the diatomaceous tuffs (Tst). Crushing rock is varied and local supplies are provided by four quarries located in the general Klamath Falls area. Two quarries are located west of the project area, one of which is a state-owned quarry nearly depleted of its rock resources; the adjacent quarry is expected to continue rock production for some time. This second quarry, along with the Stukel quarry and the Old Fort Road quarry are expected to have adequate supplies to fulfill local needs for the foreseeable future.

SOILS

Twenty different soils series are located within the project area, as identified by the Soil Conservation Service. Individual soil characteristics are determined by the physical, chemical and biological actions upon bedrock material. Soils series are related soils types which share comparable traits and characteristics. Although the Soil Conservation Service has mapped the soils series within the Klamath Falls area, further studies defining soils associations are still in progress. The individual characteristics of the soils shown in Figure 4 are outlined in Table 1. The predominant soils series are described below.

The Poe series (map symbol 126A) consists of somewhat poorly drained soils underlain by hardpans. Permeability is moderately rapid through upper layers and vary slow through the hardpan. Effective rooting depth is 20 to 40 inches.

The Henley series (map symbols 180A, 180B, 184A, 185A and 186A) consists of somewhat poorly drained soils underlain by hardpans. Permeability is moderate, with a rooting depth of 20 to 40 inches.

The Hosley series (map symbol 340A) consists of somewhat poorly drained soils underlain by hardpans. Permeability is moderately slow and rooting depth is 20 to 40 inches.

The Malin series (map symbol 350A) consists of somewhat poorly drained soils. Permeability is slow and rooting depth is more than 60 inches.

The Malin variant series (map symbol 351A) consists of somehwat poorly drained soils formed in alluvial sediments. Permeability is slow, and rooting depth is more than 60 inches.

Table 1 lists the soils series occuring within the project area and identifies their respective map symbols.

TABLE 1
SOIL CHARACTERISTICS

Soil Series	Slope	Map Symbol	Agricultural Capability	Prime Farmland	Septic Tank Filter Field Limitations
Tulana		40A	III	yes	Severe
Teeters		41A	III	yes	Severe
Poe		122A	III	yes	Severe
		125A	IV		Severe
		126A	III	yes	Severe
Laki	0-2%	171A	III		Severe
	2-20%	171B	IV		Slight to Severe
	0-2%	172A	III		Severe
Laki-Henley	0-2%	175A	III		Severe
Laki-Bedner	0-2%	177A	III		Severe
Henley	0-2%	180A	IV		Severe
	2-5%	180B	IV		Severe
		183A	IV		Severe
	0-2%	186A	III		Severe
Henley-Laki	0-2%	184A	IV		Severe
	0-2%	185A	III		Severe
Harriman	0-2%	291A	II	yes	Severe
	2-5%	291B	II	yes	Severe
	5-15%	291C	III		Severe
Harriman-Lorella	5-35%	299C	IV		Severe
Dodes	0-2%	298A	III	yes	Severe
	2-15%	298B	IV		Severe
Deter	0-2%	330A	II	yes	Severe
Hosley		340A	IV		Severe
Malin		350A	IV		Severe
Malin variant		351A	IV		Severe
Scherrard		360A	IV		Severe
Modoc	0-2%	380A	III	yes	Severe
	2-5%	380B	III	yes	Severe
	5-15%	380C	IV		Severe
	0-2%	381A	III	yes	Severe
	2-5%	381B	III	yes	Severe
Lakeview		390A	II	yes	Severe
Fordney	0-2%	480A,488A	III	yes	Severe
	2-20%	480B	IV	yes	Slight to Severe
Zuman		481A	III		Severe
Calimus	0-2%	510A	II	yes	Severe
	2-5%	510B	II	yes	Slight to Severe
	5-15%	510C	III		Slight to Severe
	15-35%	510D	IV		Slight to Severe
Capona	0-2%	513A	III	yes	Severe
	2-5%	513B	III	yes	Severe
	5-15%	513C	IV		Severe
Stukel-Capona	2-15%	712B	IV		Severe
	15-25%	712D	VI		Severe
Lorella	2-35%	820E	VII		Severe
	15-35%	821E	VII		Severe
	1-15%	828B	IV		Severe

- Agricultural Land Capability

The agricultural capability rating indicates the suitablility of soils for most kinds of field crops. The classes are determined according to the limitations of the soils use for agricultural purposes, the risk of damage when they are used, and the way they respond to treatment. The classification does not take into account major and generally expensive landforming that would change slope, depth, and other characteristics of the soils and does not take into consideration possible, but unlikely, major reclamation projects. The soils within the project area are identified in Figure 4 according to their respective capability classification. Table 1 relates the evaluations to each of the soil series.

Capability is designated by Classes I through VIII. The numerals indicate progressively greater limitations and narrower choices for practical agricultural use, defined as follows:

Class I soils have few or no limitations or hazards that restrict their use. They may be safely used for cultivated crops, pasture, range, woodland, or wildlife.

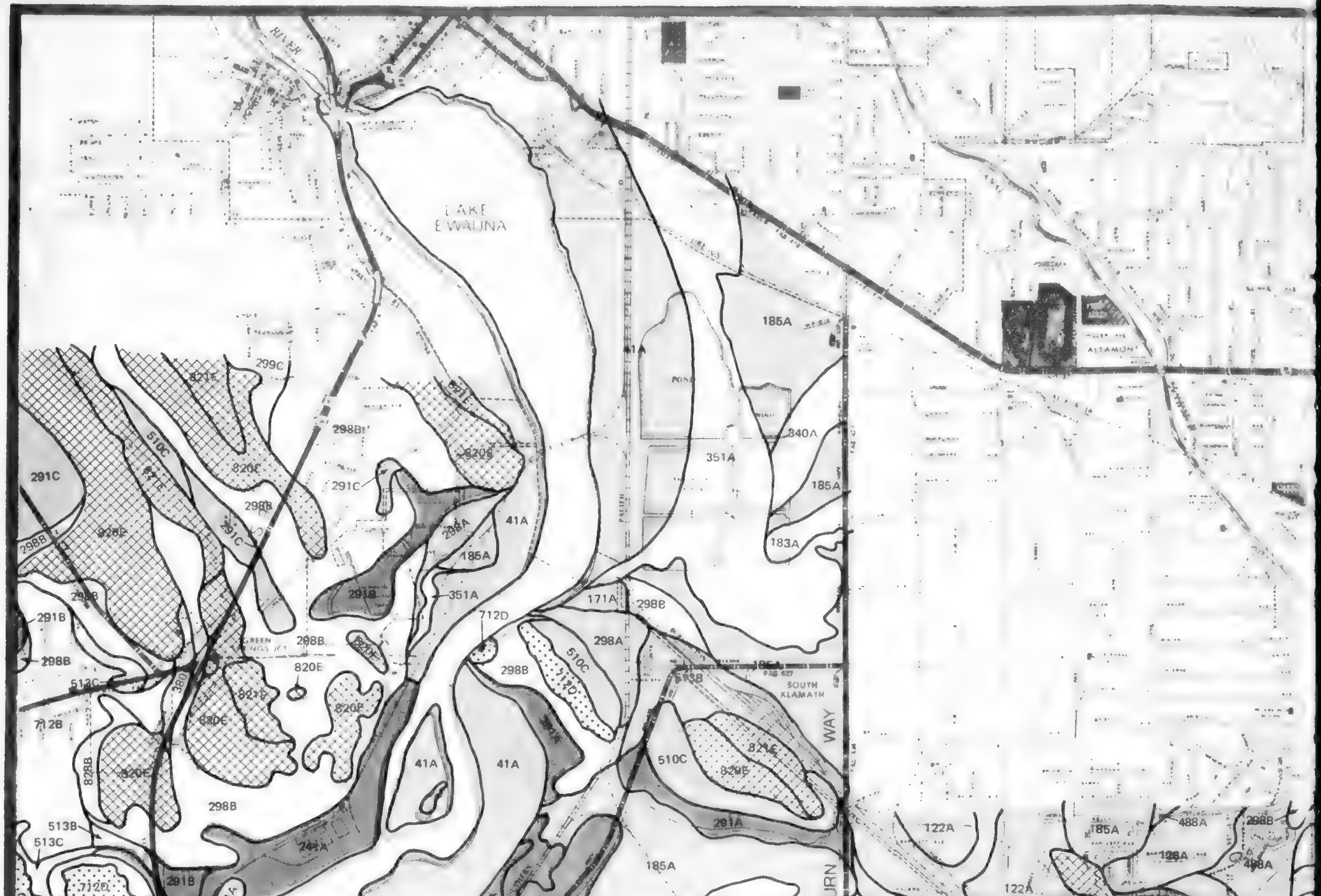
Class II soils have few limitations or hazards that require simple conservation practices when cultivated. They may be used for cultivated crops, pasture, range, woodland, or wildlife.

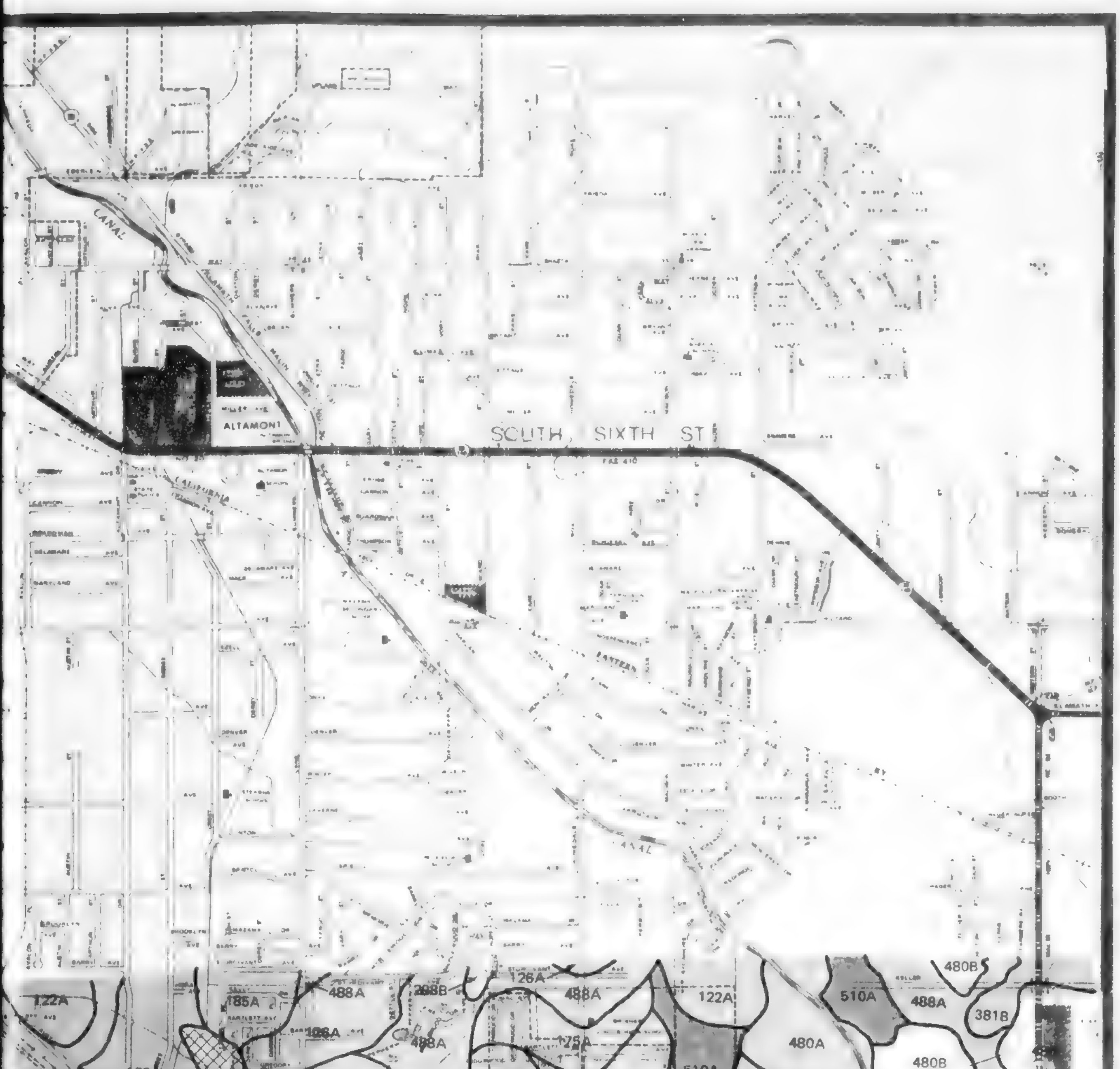
Class III soils have more limitations or hazards than those in Class II that require more difficult or complex conservation practices when cultivated. They may be used for cultivated crops, pasture, range, woodland, or wildlife.

Class IV soils have greater limitations or hazards than those in Class III that require still more difficult or complex conservation measures when cultivated. They may be used for cultivated crops, pasture, range, woodland, or wildlife.

Class V soils are not likely to erode, but have other limitations that prevent normal tillage for cultivated crops. They may be used for pasture, range, woodland, or wildlife.

Class VI soils have severe limitations or hazards that make them generally unsuited for cultivation and limit their use largely to pasture, range, woodland, or wildlife.


RIVER
LAKE EWAUNA
ALTAMONT
185A
41A
299C
821E
298B
510C
820E
291C
820E
298B
340A
351A
185A
828E
291C
298A
41A
185A
183A
291B
298B
291B
351A
171A
298B
712D
298A
510C
298B
513B
185A
821B
820E
820E
298B
513C
712B
380
SOUTH KLAMATH
WAY
510C
821E
829E
828B
820E
41A
41A
298B
513B
513C
241A
291A
122A
185A
488A
298B
128A
298A
712D
291B
171A
RIVER
510A
510B
185A
340A
122A
298A
510D
820E
291B
712D
712B
510B
513C
510B
350A
41A
41A
513B
510A
488A
340A
WASHBURN
126A
350A
488A
186A
712B
185A
513B
185A
JOHNS
AVENUE
40A
175A
351A
351A
185A
480A
480A
126A
122A
381
185A
380E
KLAMATH
41A
171A
HIGHWAY
351A
298B
350A
186A
122A
186A
360A
481A
DIVERSION
175A
JOE
WRIGHT
ROAD
122A
480A
186A
186A
184A
122A
185A
186A
350A
175A
KINGSLEY FIELD
510A
340A
ORLAND
480A
350A
126A
340A
340A
126A
380A
171A
184A
122A
380A
180A
185A
186A
186A
350A
820E
510B
480B
360A
186A
186A
126A
186A
180A
350A
183A
183A


CANAL
ALTAMONT
SOUTH SIXTH ST
JOHNS
AVENUE
HIGHWAY 39
KINGSLEY FIELD
122A
185A
488A
291B
488A
126A
122A
480B
510A
488A
381B
186A
175A
126A
480A
480B
510A
175A
291A
126A
488A
175A
126A
380A
122A
122A
291B
126A
380A
186A
126A
381A
126A
350A
122A
185A
380B
380A
185A
122A
186A
180A
122A
186A
350A
184A
186A
350A
126A
122A
175A
380A
185A
184A
340A
340A
126A
185A
712B
510A
186A
126A
186A
180A
183A
350A
183A
350A
340A

Legend

▩ Class II

▒ Class III

☐ Class IV

░ Class VI

▨ Class VII

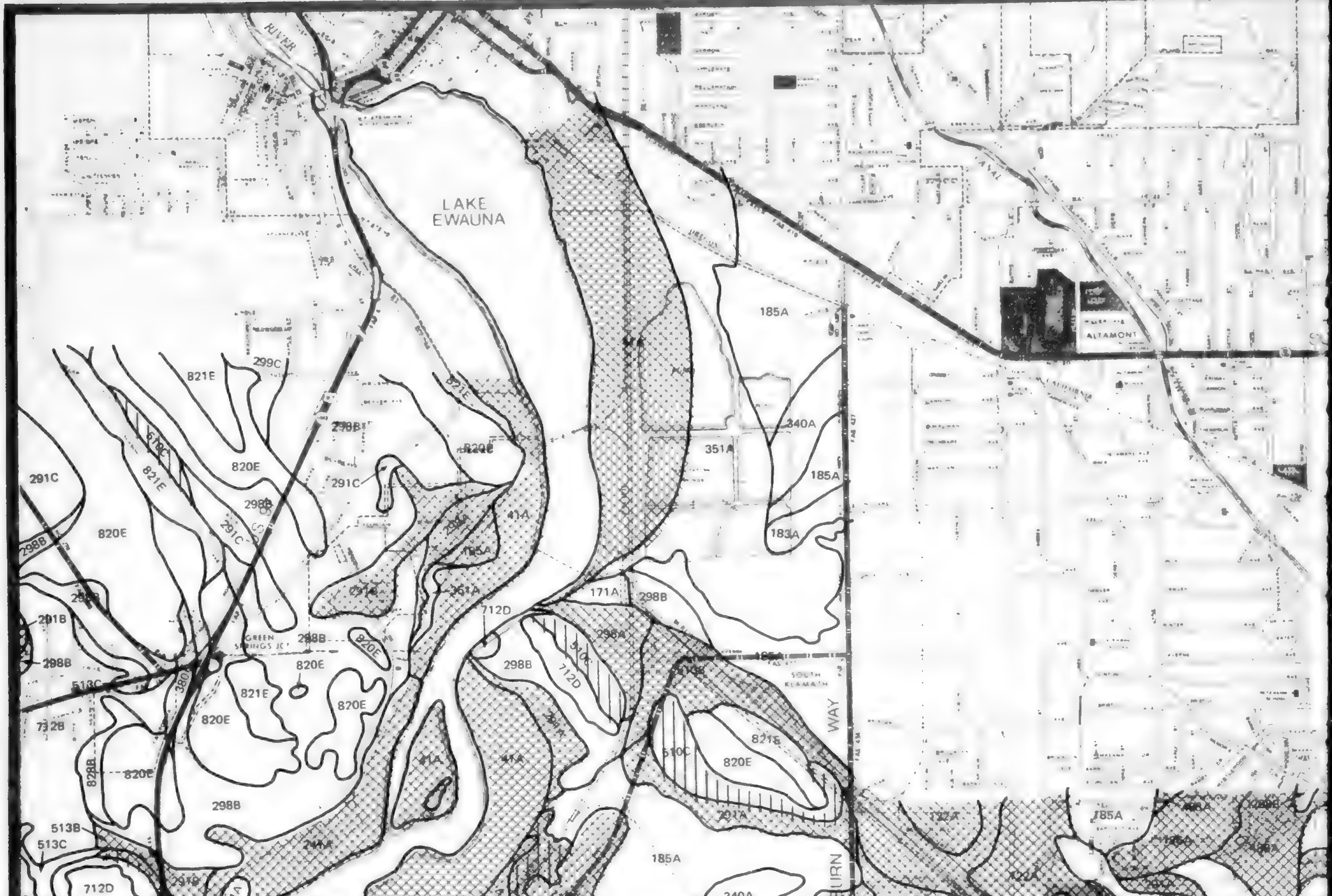
0 2000 4000
Feet

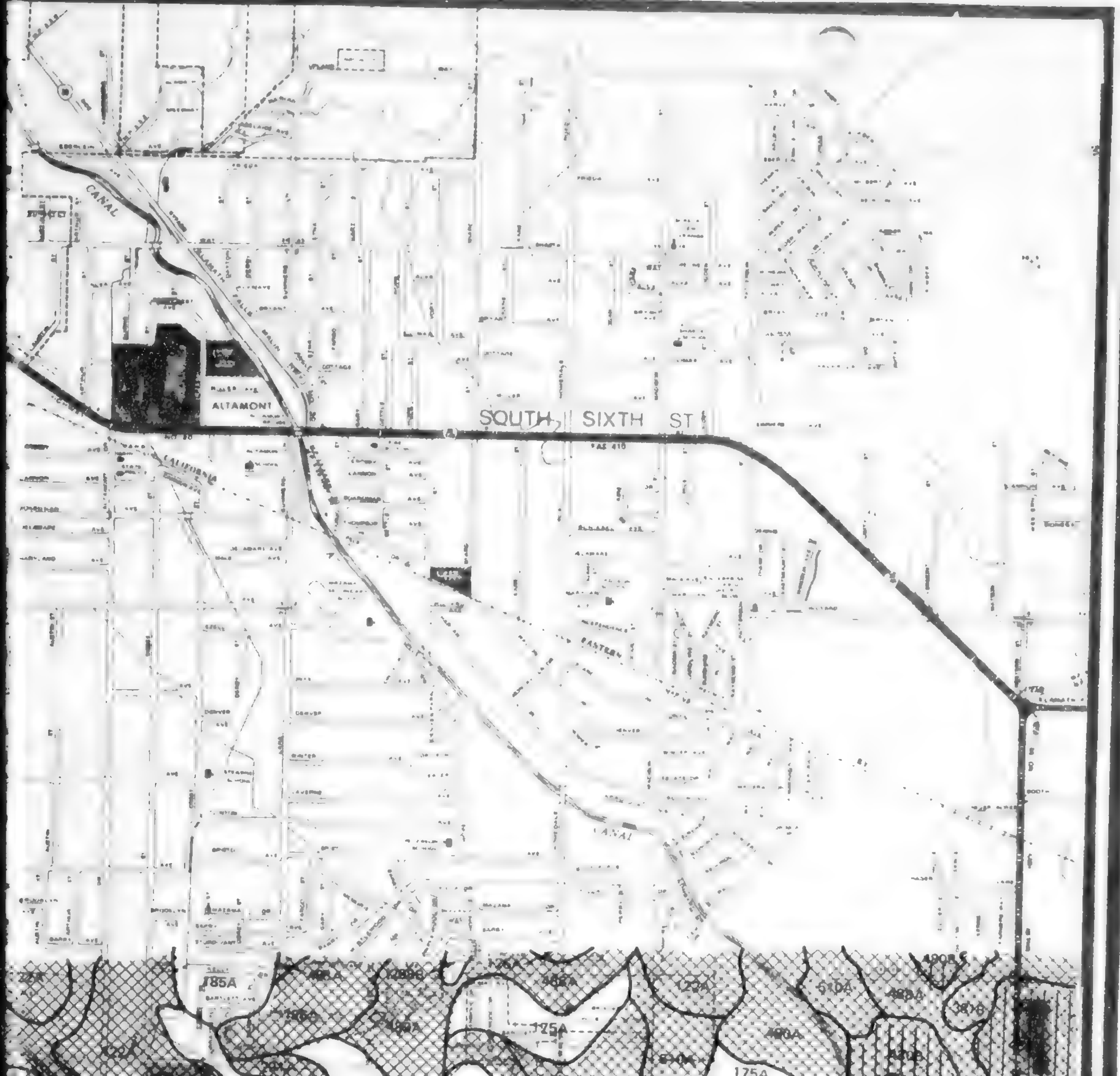
Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Soils - Capability Agricultural

Figure 4


LAKE EWAUNA
RIVER
KLAMATH
RIVER
ALTAMONT
GREEN SPRINGS JC
SOUTH KLAMATH
WASHBURN
WAY
JOHNS
JOE WRIGHT
ROAD
HILYARD
LANE
KINGSLEY FIELD
821E
299C
820E
298B
291C
820E
291B
298B
513C
712B
828B
820E
298B
513B
513C
712D
712B
513C
510B
712B
712D
513C
41A
171A
185A
351A
712D
171A
298B
298A
510C
712D
510B
185A
820E
821E
510C
820E
291A
185A
340A
351A
183A
340A
185A
185A
340A
350A
351A
185A
480A
351A
298B
185A
351A
171A
481A
360A
175A
186A
184A
185A
180A
185A
340A
171A
185A
186A
350A
820E
510B
360A
185A
350A
340A
186A
186A
186A
350A
186A
175A
350A
340A
126A
350A
183A
180A
186A
185A
820E
510D
298B
291B
122A
480A


CANAL
ALTAMONT
SOUTH SIXTH ST
CANAL
185A
126A
175A
510D
820E
291B
186A
722A
380A
350A
185A
180A
184A
186A
KINGSLEY FIELD
340A
350A
183A
126A
125A
712B
180A
186A
185A

Legend

▨ Prime Agricultural Soils

☐ Not Identified As Prime Agricultural Soils

▥ Soils With Slight To Severe Limitations For Septic Tank Filter Fields

☐ Soils With Severe Limitations For Septic Tank Filter Fields

0 2000 4000
Feet

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Soils - Prime Agricultural Soils / Soils Suitable For Septic Tank Filter Fields

Figure 5

Class VII soils have very severe limitations that make them unsuited for cultivation and that restrict their use largely to pasture, range, woodland, or wildlife.

Class VIII soils and landforms have limitations or hazards that preclude their use for commercial plants and restrict their use to recreation, wildlife, water supply, or to aesthetic purposes.

Within the project area, Class III soils are predominant and comprise more than 50 percent of the land east of Klamath River. Class IV soils are spread in bands throughout the area, comprising about 20 percent of the soils on both sides of the river.

The State Land Conservation and Development Commission Goal #3 (Agricultural Land) states that SCS Capability Class I-VI soils found in eastern Oregon should be preserved when possible. If a governing body proposes to convert rural agricultural land in these classes to urban land, it must follow the procedures and requirements set forth in the Land Use Planning Goal (#2) for exceptions to goals.

The Soil Conservation Service has also identified prime farmlands in Klamath County. Those soil types in the project area that are considered prime are shown on Figure 5. There are no soil types in the project area that are considered unique.

- Septic Tank Suitability Limitations

A septic tank absorption field is a soil absorption system for sewage disposal. It is a subsurface tile or perforated pipe system laid in such a way that effluent from the septic tank is distribution with reasonable uniformity into the soil. Criteria used by the Soil Conservation Service for rating soils for use as absorption fields are based on the limitations of the soil to absorb effluent. Important features affecting this use are permeability, depth to a seasonal water table, flooding potential, slope, depth to bedlock or hardpan, and rockiness.

Figure 5 indicates the various local soils according to their septic tank suitability rating. Ratings indicate potential limitations; a severe rating does not necessarily negate the soil's ability to properly absorb the septic effluents. Only soils series 171B, 480B, and 510B/C/D can have less than severe septic tank limitations; these soils can have slight, moderate, or severe limitations depending on the slope of the area proposed for the drain field.

- Highway Engineering

No engineering constraints are anticipated for the soils within the project area.

HYDROLOGY, FLOODPLAINS, AND DRAINAGE

- Hydrology

Klamath River is the primary water course flowing through the project area. It originates in Upper Klamath Lake, which derives its water supply from the Winema, Fremont and Rogue River National Forest areas of the Southern Cascades, draining a total area of 3,810 square miles (3). Upper Klamath Lake flows via Link River Dam into the Link River; some water is diverted into the "A" canal system just upstream of the dam. From Link River, the water flows into Lake Ewauna, which in turn drains into the Klamath River.

River flow into Lake Ewauna is regulated by the Link River Dam, which supports two hydroelectric generators, and is operated by Pacific Power and Light Company. The west side plant generates 600 K.W., while the east side plant generates 3,200 K.W. The Federal Power Commission licenses the Pacific Power & Light Company to operate the Link River Dam. Flow levels allowed through the dam are contingent upon the water supply needs of downriver resources, including power generation and fisheries habitat. During an extreme flow, the maximum expected fluctuation in the Lake Ewauna and upper Klamath River areas would be approximately 1.5 feet (0.46 m). The average discharge over the past 70 years has been 1,608 cfs (4).

An extensive irrigation canal system has been constructed in the Klamath Falls area, and is managed jointly by the Federal Bureau of Reclamation and the Klamath Irrigation District. Irrigation water is derived from Upper Klamath Lake via the "A" canal, and Lost River which enters the basin from the south via Olene Gap. In general, the canals are uncovered, dirt structures. The "A" canal has an operating capacity of 1,100 cfs, and supplies most of the irrigated land east of Klamath River with water. Water supplies for irrigation purposes have typically been adequate.

- Floodplain

The Klamath River 100-year floodplain has not been specifically delineated for the project area. The floodplain has been mapped within the Klamath Falls city limits (through the HUD Flood Insurance Program) but does not include the project area. The high-water levels of the 1964 flood of the Klamath River just south of Lake Ewauna have been mapped by the U.S. Army Corps of Engineers, representing the most specific flood information for the area. The Corps has no current plans to map the 100-year floodplain for this section of the Klamath river.

During the 1964 flood, the flood contour reached an elevation of 4,087.0 feet in the Lake Ewauna area, and 4,086.3 in the Miller Island area. Although these elevations do not specifically represent the 100-year flood elevation, they are believed to approximate maximum flood elevations; Figure 3 shows the approximate area indicated.

- Drainage

The general drainage flow in the Klamath Falls area originates from the Plum Hills and Hogback Mountain area north of the city. Small, seasonal creeks drain in a southerly direction feeding into existing drainage and canal systems. Within the project area, the drainage system has been channeled and controlled to eliminate risks of flooding. Some drainage occurs south of Green Springs Junction and west of the river, entering Klamath River in the Miller Island area. None of these drainage features are located directly within the project area.

WATER QUALITY

Water quality sampling has been undertaken by the Oregon Department of Environmental Quality for the past several years at various sampling stations throughout the Klamath Basin. Two sampling stations are pertinent to the project area, one of which is located on Link river at the Highway 97 bridge crossing; the other is located on Klamath River at the Highway 97 bridge just south of the Reames Country Club.

Station samples have been collected for several years, but regular monthly testing did not begin until 1975. A wide variety of parameters are now tested, both in the field and in laboratories. Various biological and chemical parameters are checked against state and federal water quality standards, which help to define the relative health of the river system. Dissolved oxygen, conductivity, arsenic, cadmium, copper, manganese, pH, and fecal coliform are a few of the parameters that are regularly checked. These parameters have not been shown to be in significant violation of state or federal water quality standards. The only parameter that has shown consistent violations of the state water quality standards has been iron, which has reached up to four times the established standards for these river systems. However, these iron levels have not caused noticeable harm to biological or human-related features of the aquatic system (e.g., fish kills or excessive pipe rust). High iron levels are typical in the Klamath Basin as a result of prevailing soil conditions (6).

The extensive canal system, used throughout the area for irrigation, is not regularly tested for water quality. Specific concerns may warrant a water sampling effort, but a data base has not been established to determine long-range trends.

Excessive algal growth causes annual problems in the Lake Ewauna and Upper Klamath River waters. The shallow, warm summer waters of Upper Klamath Lake have produced these prolific algal blooms since before Anglo-American settlement of the area (7), severely limiting the fisheries in these water bodies (8). Downtown, in the Keno area and beyond, the increased riverbed gradient results in faster flow, eliminating much of the excess algae. The fisheries in these faster-moving waters are not affected by the upstream algae problems. No mitigative measures have been taken.

VEGETATION

Agricultural land and dry grassland are predominant within the project area. Land that has not been converted to farm use typifies the eastern Oregon dry grassland steppe vegetation, with occasional shrubs spread over large grassy expanses. Common grass varieties include wheatgrass, bluegrass, fescue and junegrass. Forbs include phlox, asters, falseyarrow, stickseed and pussytoes. Where shrubs occur, sagebrush and rabbitbrush may be represented.

The upland grass communities are representative of the native vegetation; due to past human disturbances, these communities lack significant ground cover. Within the proposed highway corridors, the vegetation is almost exclusively grasses and herbs. Sagebrush is the typical woody-stemmed plant, but distribution is very limited and sporadic.

The agricultural lands are made up of various grasses used for either hay production, pasture, or grain production. Limited amounts of native vegetation may occur on the perimeters of these fields, but such areas are not considered stable.

Riparian vegetation, such as willows, typically occurs along the banks of the Klamath River, but such vegetative communities are extremely limited within the project area. There are no bands of dense riparian trees or underbrush along this stretch of the river. Although sporadic poplars occur on the banks of the Klamath River, they do not represent a developed riparian community. In water-saturated portions of the project area, i.e., in drainage ditches and some irrigation canals, the vegetation becomes more diverse (rushes, bulrushes, cattails, etc.). These areas are limited by constant human disturbance.

Wetland areas occur along the banks of Klamath River and Lake Ewauna. These areas are locally important and may extend several hundred feet back from the shoreline. These marshes generally are almost pure stands of bulrush or cattail, reaching to 8 feet in height. A more detailed description of wetlands in the area is given in Appendix A.

WILDLIFE

● Aquatic

Aquatic wildlife within the project area include several species of fish, a few furbearers, amphibians and reptiles. No anadromous fish occur in the area, although rainbow trout, bullhead catfish, perch, crappie, mullet and largemouth bass are recognized local game fish. Other fish include suckers, cottids, blue chub, tui chub and pumpkinseed sunfish (9).

The furbearers found locally are beaver, muskrat, mink, raccoon and river otter. Amphibians include frogs, salamanders, and toads; pond turtles are the representative reptiles. The wetland areas along the banks of the Klamath River and Lake Ewauna serve as feeding and nesting areas for several species of diving ducks (canvasbacks, scaup, redhead), pond ducks (mallards, teal, bald pates), geese, and various shorebirds (snipe, plovers, rails) (10). These wetland areas are too small to support the large groups of breeding ducks and geese found in areas on Upper Klamath Lake, but do contribute to the fish and wildlife resources of the area.

● Terrestrial

Terrestrial wildlife within the project area include a wide variety of game birds, raptors, song birds, and various game and non-game mammals. The open grassland areas typically support song birds such as sparrows, finches, and blackbirds, and mammals such as ground squirrels, pocket gophers, field mice, skunks, and the blacktailed jack rabbit. Raptors (redtailed hawk and kestrel) and owls (barn, great horned, and burrowing) prey upon these grassland faunal groups. Game birds include mourning dove and ringneck pheasant, and game mammals include black-tailed deer and mule deer. The fence lizard, horned-toad lizard and western rattler are resident reptiles.

The agricultural lands support various faunal groups whose diversity is limited by continual human disturbance. Owls, raptors and game birds, in addition to squirrels, gophers, sparrows and blackbirds use the agricultural lands. Bats, swallows, warblers and flycatchers inhabit the farmland areas, and where irrigation is utilized, various water-related birds use the land for feeding.

The wildlife population is limited due to a lack of sufficient native ground cover. The grassland areas, the largest undisturbed expanses of land, offer only limited protection. As a result, few mammals or birds live here. Although agricultural lands can offer good habitat on a seasonal basis, human disturbance negates most habitat qualities.

The abrupt shoreline and minimal vegetation along the Klamath River within the project area have significantly restricted the development of significant riparian or wetland habitat. Therefore, with the exception of the purely aquatic faunal groups, the river serves as a stop-over place rather than as habitat. Most wildlife within the project area are considered transient, or ranging, in life-style.

- Rare and Endangered Species

The northern bald eagle (Haliaeetus Leucocephaus alascanus) is listed as an endangered bird by the State of Oregon. That category includes species which are not nationally endangered or potentially endangered but whose breeding status may be endangered in the State of Oregon. The bald eagle was recently listed by the U.S. Fish and Wildlife Service as "Threatened in Oregon" and thus is now subject to the protective provisions of the Endangered Species Act of 1973. The bald eagle is known to use Lake Ewauna and Klamath River for feeding purposes, but it is not believed to nest in the project area. A bald eagle perch is located on the northwest shore of Lake Ewauna, approximately 1 mile from the proposed Alternative 1 crossing.

ENVIRONMENTALLY SENSITIVE AREAS

Lake Ewauna, which lies just north of the Alternative 1 crossing, acts as a feeding and resting area for various waterfowl and shorebirds during the seasonal migrations. The lake also contains small bands of wetland habitat along its shores, where waterfowl and songbirds nest. At the south end of the Lake near the sanitation ponds is a wider band of wetland habitat, which would be affected by the truck route. Wetland habitat is recognized as one of the most valuable habitats within the aquatic ecosystem.

Wetland areas have been receiving special consideration since President Carter's May 1977 Executive Order 11990. This order asks for cooperation from all federal agencies involved in projects which may affect existing wetlands in the U.S. Any such projects are required to assess the relative value of the wetland habitat potentially involved, and to discuss mitigative measures and alternatives. Several large marshes exist in the area around Klamath Falls. Closer to the project area are smaller marshy areas on both sides of Lake Ewauna and along the Klamath River near Miller Island. Other wetlands, which have a relatively small total area but have a wide distribution, are the numerous ditches used for irrigation and drainage. These ditches have sparatic wetland character, with grasses, waterwort, and occasional clumps of cattails and bulrushes. Other marsh areas occupy the edges of the sewage treatment lagoons, in which suspended material settles out; these areas are also useful wildlife habitat. More information on the wetlands is contained in Appendix A.

Klamath River is an environmentally sensitive area; various faunal groups depend on it. River fisheries are particularly sensitive to any adverse changes in the waterway, and are subject to all influences imposed upon the river.

IV. EXISTING HUMAN ENVIRONMENT

SOCIAL CHARACTERISTICS

- Population Growth and Projections

In 1970 the population of Klamath County was 50,021, representing a 6.0 percent increase over the 1960 population; (see Table 2). By 1978, the population was estimated at 58,700. A study of population change from 1961-67 revealed years when the population decreased. Young people were moving, then, as now, to larger metropolitan areas, where they find their job skills in greater demand. In addition, the closure of three manufacturing plants displaced approximately 500 workers. The latter half of the 1960's was characterized by slow, steady, population growth; the period since 1970 has shown accelerated growth, due primarily to the expansion of the country's lumber and wood products industry (11).

TABLE 2

Past Population of Klamath County and Klamath Falls

	Klamath County			Klamath Falls		
Year	Population	% Change (in 10 Years)	Annual % Change	Population	% Change (in 10 Years)	Annual % Change
1900	3,970	—		447	--	
1910	8,554	115.5		2,758	517.0	
1920	11,413	33.4		4,801	74.1	
1930	32,407	183.9		16,093	235.2	
1940	40,497	25.0		16,497	2.5	
1950	42,150	4.1		15,875	- 3.8	
1960	47,187	12.0		16,949	6.8	
1970	50,021	6.0		15,775	6.9	
1971	50,500		.96	15,800		.16
1972	51,940		.85	15,815		.09
1973	52,700		1.46	16,020		.66
1974	53,400		1.33	16,300		1.75
1975	54,400		1.87	16,200		- .61
1976	55,500		2.02	16,700		2.99
1977	56,500		1.80	17,285		3.50
1978	58,700		3.75	18,300		5.87

Sources: Center for Population Research and Census, Portland State University.
City of Klamath Falls Comprehensive Plan, Final Draft of 1-16-79.

The City of Klamath Falls was the only Oregon community with a population over 15,000 to undergo a population decline (16,949 to 15,775) during the 1960's. This decline, however, was more than offset by suburban growth. The Klamath Falls metropolitan area boasted a total population of about 32,000 in 1970. The city continues to be the major population center in the Klamath Basin and adjacent areas to the north, east and south, including north central California.

Recent population studies indicate increasing immigration of highly skilled out-of-state workers, primarily from California. In the early 1970's, the major reason for immigration into Klamath County may have been the unfavorable employment situation in the aerospace industry. More recently, however, the major factors appear to be the area's recreational potential and employment opportunities in the expanding lumber and wood products industry. In the 1974-75 period, recessionary effects sharply reduced employment opportunities in lumber and wood products, but immigration appears to have continued. In 1976, a rapid expansion in employment throughout the economy has encouraged continued immigration (12).

Population growth in an urban area depends to a large extent on the economy of the ara, and the jobs created by economic activity. As more jobs are created, more people will be attracted to the area. It is assumed that there will be no substantial change in the area's primary economic base; the timber and wood products industry will continue to be the most important employer in the county.

As shown in Table 3, a number of population projections have been done for this area. In the year 2000, the county's population is projected to be between 60,500 and 70,500; the city's population is projected to be between 18,482 and 21,826.

In 1970, approximately 87 percent of the county's population lived within a 15-mile radius of Klamath Falls. This concentration is expected to remain due to the attractiveness of the area for new and expanded industry and the presence of transportation, government, service, and commercial facilities. Population growth for Klamath Falls assumes that the city boundaries remain as they are today.

TABLE 3

Population Projections

Population Area/Study		1975	1980	1985	1990	1995	2000
KLAMATH COUNTY							
	PSU Census	54,400	58,100	62,000	64,800	67,400	68,900
	PNW Bell (1976)	54,300	58,700	62,600	65,200	(67,800)	(70,500)
	BPA (1976)	53,600	56,000	57,900	59,200	59,900	(60,500)
	DEQ (1976)	54,400			64,800		
	Retail Mkt. Analys. (1975)	53,800	55,300	56,800	(58,500)	(60,250)	(62,100)
	Employ. Div.				60,213		
	K. County Low*		48,500	47,700	47,000	46,300	
	K. County Med.*		53,900	55,900	58,000	60,200	
	K. County High*		57,000	60,900	65,000	69,400	
	State Water Res. Bd.		57,900				64,800
KLAMATH COUNTY							
	HGE	16,702	(17,620)	(18,589)	(19,611)	(20,689)	(21,826)
	PSU Census	16,500	17,000	17,500	18,000	18,500	19,000
	PNW Bell	(16,290)	(16,800)	(17,450)	(18,060)	(18,693)	(19,350)
	BPA					(17,850)	(18,482)
	RMA	(16,702)	(17,120)	(17,548)	(17,986)	(18,436)	(18,896)
	Employ. Div.					18,064	
	K. County Low 30%		(14,550)	(14,310)	(14,100)	(13,890)	
	K. County Med. 30%		(16,170)	(16,770)	(17,400)	(18,060)	
	K. County High 30%		(17,100)	(18,270)	(19,500)	(20,820)	
URBAN AREA							
	PSU Census	34,000	37,500	40,500	43,500	46,000	48,000
	DEQ	35,715	(37,143)	(38,629)	40,170	(41,777)	(43,448)
	State Water Res. Bd.		34,700				

*Airport Plan

(Projected from other given data)

Source: City of Klamath Falls Comprehensive Plan, Final Draft of 1-16-79.

Table 4 presents age, education, mobility and income characteristics for residents of Klamath Falls and Klamath County, contrasting them with figures for the State of Oregon. Age and education levels for those three areas are generally similar. Age statistics suggest, however, that families with younger children (under 14) are locating outside of the Klamath Falls city limits, while proportionately more families with childen over 14 years of age reside within the city limits.

Klamath County and city residents were more mobile overall than were state residents. Only 39 percent of county residents lived in the same house in 1965 and 1970. This compares with 45 percent for the state. Of the people who moved during this period, about 57 percent moved from a different county compared with the state average of 52 percent. This indicates a significant influx of people into Klamath County from other parts of the state and country, a trend which is believed to be continuing.

Family incomes are generally lower in the city and county than in the state as a whole. Klamath Falls in particular reported that 24 percent of all families earned under $5,000 in 1970 compared with a statewide figure of 19 percent. Both the city and county had a significantly greater percentage of families below the poverty level than the state. In 1973, the average per capital income for Klamath County was about 92 percent of the national average. A recent study of comparative living costs conducted by the Bureau of Labor Statistics indicates that a family of four living on an intermediate budget* in the Klamath Falls area had living costs estimated at between 90 and 91 percent of the national average. Thus, it would appear that a typical Klamath Falls family has a standard of living slightly better than the national average, paying about 94 percent of the national average for food, 80 percent for shelter and 96 percent for transportation.

*An intermediate budget provides the family with a well-balanced diet, a two-year-old automobile and their own home, on which they have made payments for six years. On the average, the total cost of an intermediate budget for a typical family of four in 1973 was $12,626. Locally, given the above, the same standard of living would have been provided by an expenditure of about $11,500, including income and social security taxes.

TABLE 4

Population Characteristics

	Klamath Falls	Klamath County	State of Oregon
Age Composition			
Total All Ages	15,775	50,021	2,091,385
% Under 14	25	29	27
% 15-24	20	17	17
% 25-34	11	12	12
% 35-44	9	11	11
% 45-54	12	12	12
% 55-64	11	10	10
% 65 +	12	8	11
Years of School Completed			
Persons 25 Years +	8,715	26,945	1,156,024
% College: 1-3 Years	14	14	13
% College: 4 Years	11	9	12
Median School Years Completed	12.3	12.3	12.3
% High School Graduates	61	60	60
Residence in 1965			
Persons 5 Years +, 1970	14,439	45,764	1,927,567
% In Same House As In 1965	42	39	45
% In Different House	51	52	47
Same County	(42)	(43)	(48)
Different County	(58)	(57)	(52)
Income			
All Families	4,302	13,282	542,483
% Under $5,000	24	20	19
% $5,000 to $7,000	12	15	12
% $7,000 to $10,000	24	25	23
% $10,000 to $15,000	22	25	28
% $15,000 to $25,000	13	13	14
$ $25,000 +	4	3	4
Median Income	$8,459	$8,645	$ 9,489
Mean Income	$9,941	$9,622	$10,695
% Below Povert Level	11	13	9

Source: U.S. Bureau of the Census, 1970 General Social and Economic Characteristics, 1972.

- Minorities and Ethnic Identification

Members of racial minority groups constitute approximately five percent of the total county population (Table 5). The most prevalent minority group in Klamath County is the American Indians who comprise almost 3 percent of the total population. Indians of the Klamath and Modoc Tribes and the Yahooskin Band of Snake Indians established the Klamath Indian Reservation in the county in 1864. The Klamath Termination Act of 1954 disbanded the tribes, providing the conversion of tribal assets to cash for the 2,133 members.

TABLE 5

Population By Race, 1970
Klamath County

Race	Number	% of Total Population
Caucasian	47,671	95.30
Black	496	0.94
American Indian	1,420	2.84
Other	461	0.92
Total	50,021	100.00

Source: State Employment Division, The Klamath County Economy Status and Prospects, May 1977, Table III.

ECONOMIC CHARACTERISTICS

- Economic Base/Employment

Lumber and wood products, tourism, agriculture and transportation form the base for the Klamath County and Klamath Falls economy. Manufacturing, in particular the lumber and wood products industry, provides the largest segment of primary employment in the county, employing 4,360 people in 1976, or nearly 90 percent of the total manufacturing labor force. The growth in employment in manufacturing has been consistent since 1970, brought about by a general expansion of facilities. Table 6 indicates the number of persons employed in various industries through Klamath County.

TABLE 6

Klamath County Employment

	1970	1976	% Change (in 6 yrs.)
Manufacturing	3,870	4,810	+24
Wood Products	3,460	4,360	+26
Food Products	150	120	-20
Other	260	330	+27
Non-manufacturing	11,370	13,420	+18
Wholesale, Retail Trade	3,290	4,070	+24
Finance, Insurance, Real Estate	610	700	+15
Contract Construction	470	630	+34
Transportation, Communications, Utilities	1,460	1,400	- 4
Government	3,280	3,930	+20
Services and Misc.	2,260	2,690	+19
Other (including Farm)	2,720	2,490	- 8
TOTAL EMPLOYMENT	17,960	20,720	+15
Resident Labor Force	19,310	22,780	+18
Unemployed	1,350	2,060	+53
Percent of Labor Force	7.0	9.0	

Source: State of Oregon Employment Division, The Klamath County Economy: Status and Prospects, May 1977.

Lumber and wood products manufacturing is the major economic unit within Klamath County and as such foreshadows all other influences on the local economy. Although a slow expansion of the industry has provided a stabilizing, steady growth influence on the local economy, a rapid decline in the demand for lumber and wood products could radically alter that trend. Commercial forests cover 2.6 of the 3.8 million acres in Klamath County and contain 20.8 billion board feet of lumber. This plus additional sources in other counties, yields an annual harvest of between 500 and 600 million board feet. Discussions with the major wood products companies in Klamath Falls indicate that the plants are now, and expect to continue, operating near capacity.

Efforts to broaden the county's economic base by attracting additional manufacturing facilities have thus far met with limited success. The State of Oregon Employment Division, however, considers Klamath County a likely area to attract additional manufacturing concerns due to its: location with respect to major west coast marketing centers; excellent north-south rail and road facilities; extensive in-transit storage facilities; source of young technologically-skilled manpower from the Oregon Institute of Technology; and its unpolluted environment possessing a high degree of livability. Potential for attracting a wider range of manufacturers to Klamath County appears to exist in the following areas: agricultural processing of locally produced products; pulp and paper production; and secondary manufacturing of a type requiring numbers of technologically-skilled employees.

Klamath Falls is located in the heart of a hot springs belt comprising several square miles. Considerable research is being conducted at OIT on methods of utilizing geothermal energy in the local economy, specifically in the fields of food processing, forest products, district heating, industrial processing, geothermal generation and agriculture. The development of this natural resource could have considerable impact on Klamath Falls and Klamath County manufacturing economics.

Since 1970, Klamath County's largest rise in employment has occurred in non-manufacturing industries. The sharp increase in services and government reflect a public demand for services of enlarged scope and variety, and serves the needs of an increased population and a rising tourist trade. The effect of tourism on non-manufacturing employment is difficult to gauge. However, it is certain to have had a positive effect on areas as diverse as government and motels. Increasing individual affuence has had a beneficial effect on tourism and on local spending patterns.

Retail sales in the Klamath Falls area were $94 million in 1970, $152 million in 1974 and $164 million in 1975. Wholesale trade totals represent one-half of the value of retail trade. Employment in wholesale activities expands markedly during the winter months as a result of processing and packing the potato crop.

In recent years, a degree of stagnation has occurred in downtown Klamath Falls; congestion has caused new enterprises to locate in suburban areas. Entry of food service and lodging chains or franchise operations is likely to occur due to the past relative absence of these types of businesses. Opportunities for significant expansion in most retail areas appear limited in the near future.

Klamath Falls is a major railroad center for both the Southern Pacific and Burlington Northern railroads, and railroad employment in Klamath County exceeds 700. Extensive in-transit storage facilities are also available. In addition, Klamath Falls is a major motor freight center, with a half-dozen terminals serving 20 or more truck lines located in its immediate vicinity. Air transportation is limited to feeder airline service.

Farm production in Klamath County is concentrated in livestock, potatoes, hay and grain. The area is a surplus producer of hay and feed grains, and ranks first in the state in the value of cattle sold. The county ranks fourth among Oregon counties in value of sheep and lamb sales, as well as in potato production. Agricultural employment declined over the last decade without dimishing the relative importance of agriculture in the economy due to the increased mechanization and elimination of small producers.

The finishing of beef cattle and the development of agricultural processing operations in the Klamath Basin has been gradually expanding in recent years. The State Employment Division considers this expansion likely to continue at a gradual rate, with rapid expansion possible only with the establishment of a large meat packing or food processing operation. In the long run, the development of these types of operations is very likely.

Recreational opportunities in the Klamath Falls area have remained largely undeveloped. Over 1/2 million people visit Crater Lake National Park each year, with additional numbers using the county's lakes and numerous parks and campgrounds. Little resort development has occurred and until recently, few summer home facilities had been constructed.

The county's total unemployment rate reached 10 percent in 1975, 2,250 persons. This rate compares to 10.6 percent throughout Oregon and 8.5 percent nationwide in the same year. Current yearly unemployment figures are unavailable, but the monthly rate for September 1977 was 7.7 percent, seasonally adjusted to 8.9 percent. This compares with a statewide unemployment rate of 8.5 percent, and a national rate of 6.9 percent. The recent upswing in the economy is creating a significant rise in employment in Klamath County, but the labor force is increasing even faster, resulting in a relatively high rate of unemployment. A 1974 survey in the Klamath Falls area indicated that there were almost 5,000 unemployed individuals in the community, more than half of whom were not actively seeking work because suitable job opportunities were not available. Over 60 percent of this potential labor pool were female, with 77 percent under 36 years of age.

- Tax Base/Land Values

The assessed value (AV) of Klamath County is steadily increasing. In 1967, the appraised value within the county was $370 million. Between 1967 and 1975, that value approximately doubled to $750 million; between 1975 and 1977, it increased another 30 percent to $981 million. Klamath Falls represents nearly 20 percent of the county's total AV, about $186 million in 1977. The south surburban and other developed areas outside the city represent more than 30 percent of the county's total assessed valuation; the project area between Highway 97 and Washburn Way south to Joe Wright Road was valued at about $68 million in 1977.

The assessed value of the various taxing districts in 1977 for the Klamath Falls urban area are indicated in Table 7, together with the 1977 tax rate for each district. The City of Klamath Falls currently has a tax rate of $21.33 per $1,000 assessed valuation, considerably lower than the $25.90 per $1,000 AV in 1973. The average tax rate outside the city within the urban area is lower still, averaging about $15.00 per $1,000 AV.

TABLE 7

Assessed Value and Tax Rate

District	Assessed Value (in millions of dollars)	Tax Rate (Per $1,000 AV)
Klamath County	981	2.00
Klamath Falls	186	7.18
Elementary No. 1	254	8.23
Union High No. 2	497	3.17
County Elementary	725	6.06
Stewart Lennox Fire	21	1.69
Suburban Fire	203	3.38
Wiard Park	192	0.22
Mt. Laki Cemetery	38	0.10
Suburban Sanitary	184	--
West Side Sanitary	3	5.57
Vector District	602	0.21

Source: Klamath County Assessor's Office

TRANSPORTATION

Air Service

Commercial air service is provided by Hughes Airwest, operating from Kingsley Field, south of the city. Two flights north to Portland and Seattle and two flights south to San Francisco are scheduled daily. Three fixed-base operators, located at Kingsley Field, are currently supplying rental, maintenance, instruction, air taxi, ambulance and charter flight service to the community.

Kingsley Field is also the location of a U.S. Air Force military installation which operates jet and propeller-driven aircraft. The local military operations have declined significantly since 1965 due to a reduction of personnel at the air base. The future of military operations is uncertain.

- Bus Service

Interstate bus service is provided by three bus lines operating from a station on Klamath Avenue in downtown Klamath Falls. Direct service is provided to many major towns and cities in Oregon and California, with connections to the remainder of the U.S. and Canada.

- Rail System

Both the Southern Pacific and Burlington Northern, Inc., operate in the project area daily, to and from regional and transcontinental locations (Figure 6). AMTRAK offers daily service north to Vancouver, B.C., and south to Los Angeles.

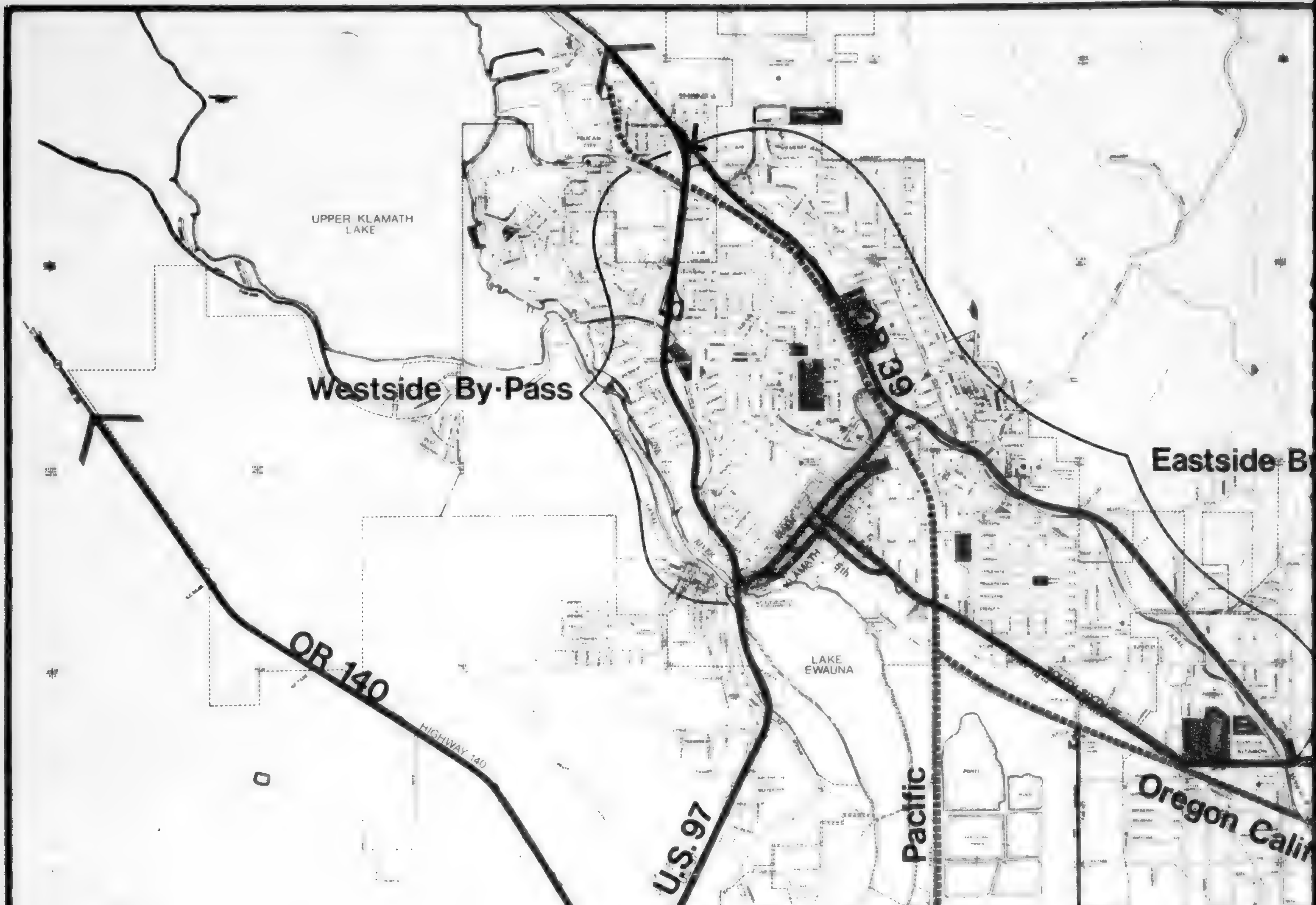
Burlington Northern maintains a switching yard between its intersection with the Southern Pacific line (just north of Laverne Avenue) and Johns Avenue. An average of six trains pass through the project area each day, four of which usually operate between 6:00 p.m. and 6:00 a.m. The switching operations at Johns Avenue are minimal.

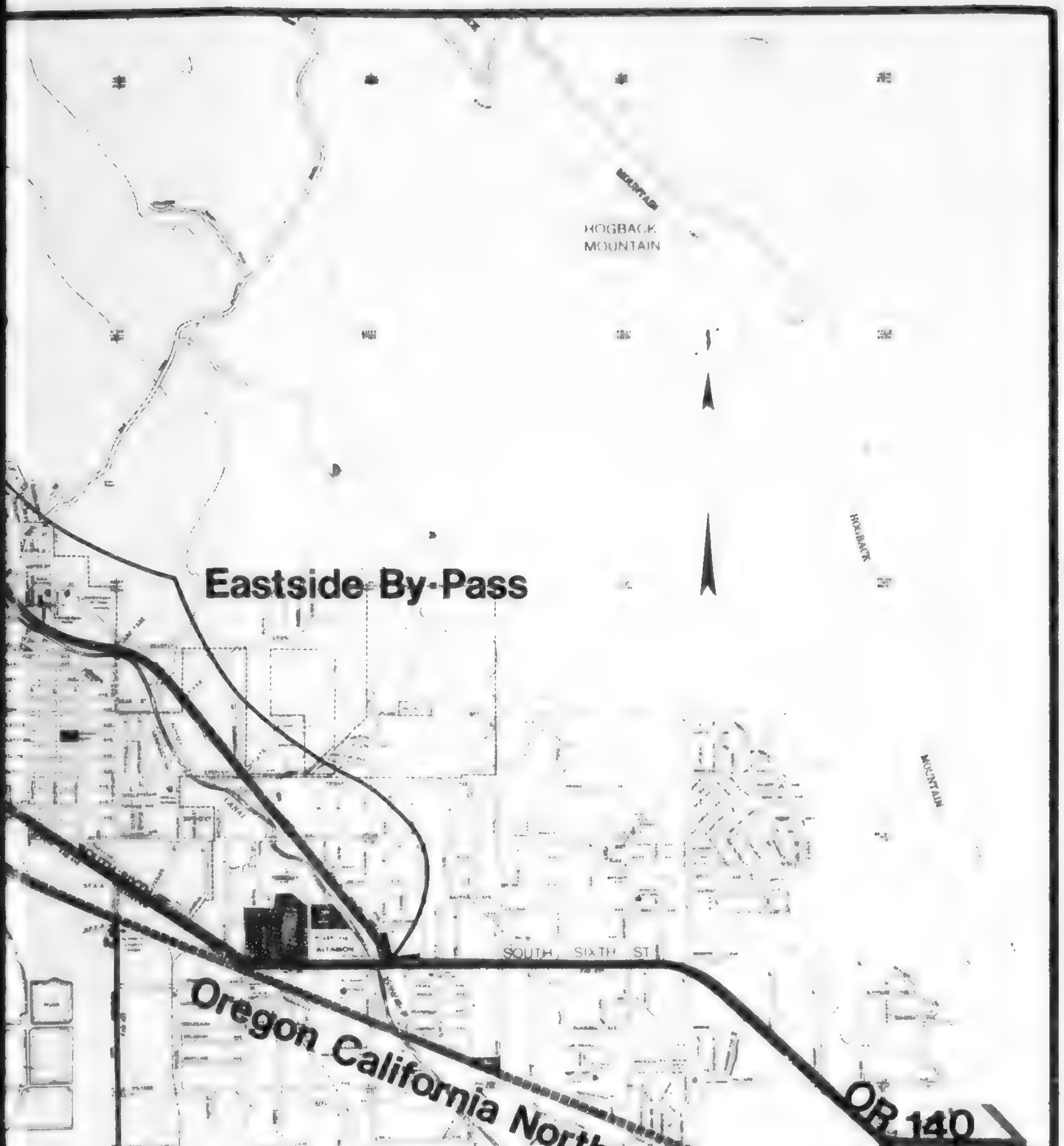
The Southern Pacific Railway has two main lines through the project area. The primary line, from the southwest, carries an average of fifteen trains per day; the line from the southeast (the Modoc) normally carries five. The number of trains carried by either of the lines varies only slightly on a seasonal basis, and is not expected to increase in the near future. It is likely, however, that both lines will increase the length of their trains, causing delays at highway crossings longer than the current ten minutes.

AMTRAK schedules two trains through the city each day. As of October 30, 1977, the southbound train passes through the project area on the Southern Pacific Main line at about 10:30 p.m. The northbound train passes through the area at about 6:00 a.m.

- Roadway System

The primary highways in the Klamath Falls urban area, shown in Figure 6, are state roads connecting the city to major interstate highways and cities in Oregon, California and Nevada. Highway 97 (an FAP* route) is the major north-south corridor in the area, serving Crater Lake and Bend to the north, and Weed, California


UPPER KLAMATH LAKE
Westside By-Pass
OR 39
Eastside By
LAKE EWAUNA
OR 140
HIGHWAY 140
Oregon Cali
U.S. 97
Pacific
SOUTH KLAMATH
WAY
WASHBURN
RIVER
Burlington
OR 66
Southern
Southern Pacific
JOHNS
HIGHWAY
KLAMATH
JOE WRIGHT ROAD
MIDLAND


HOGBACK MOUNTAIN
Eastside By-Pass
SOUTH SIXTH ST
Oregon California Northern
OR 140
OR 39
WAY
Burlington Northern
JOHNS AVENUE
Southern Pa
KINGSLEY FIELD

Legend

▬ Roadway

┅ Railway

✈ Airfield

■ Bus Station

0 2000' 4000' 1 Mile
Scale
Wilsey & Ham

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Transportation Systems

Figure 6

to the south. Highway 97 forms the westside bypass around Klamath Falls, relieving the city center of much through-traffic. Highway 39 joins Highway 97 north of the city and forms the east-side byass. Highway 39 links Klamath Falls to Winnemucca and Reno, to the south. The major east-west route through the urban area is Highway 140, serving Lakeview and Nevada to the east, and Medford and I-5 to the west. Highway 140 also serves as the major route through downtown Klamath Falls. The Green Springs Highway, or Route 66, connects Klamath Falls to Ashland and I-5 to the west, and forms the final link in the regional highway network. As the Klamath Falls urban area has expanded, these regional highways have carried not only through-traffic, but the commuter, business, and industrial traffic of local residents as well. Traffic volumes on all FAP routes have gradually increased, resulting in traffic congestion on some highways.

In addition to the state highways mentioned above, several state and county roads are designated Federal Aid Secondary (FAS) and Federal Aid Urban (FAU) routes, and serve as major collectors in the Klamath Falls urban area. The north-south routes include the Midland Highway, Washburn Way, Altamont Drive, Summers Lane and Homedale Road; the east-west routes include Shasta Way, Johns Avenue, and Joe Wright Road.

Traffic count information is compiled annually on major state roadways. This information, together with traffic counts taken in August 1977 on 12 critical locations throughout the area, suggests representative traffic volumes for 1977, shown in Figure 7. Only the major highways, arterials, and collector streets considered to be of primary importance in evaluating the impact of the alternative bypass routes have been included. Volumes are twoway Average Daily Traffic (ADT), unless otherwise indicated.

In order to compare these traffic volumes with what the roadway can reasonably be expected to handle, level of service "C" has been selected for calculation of roadway capacities. The roadway's capacity at a certain level of service takes into consideration the number of vehicles and vehicle speed and maneuverability. Thus, level of service "A", the highest level of service, is a condition of freely flowing low-volume traffic moving at high speeds. Level "B" and each succeeding level through "E" describes traffic at higher volume and lower speeds. Each succeeding level implies increasing restrictions on the motorist's ability to maneuver, more traffic delays and a lower level of

*Federal Aid Primary

safety. Level "C" is the level generally used for design purposes in rural areas. The traffic capacity in ADT for important highway links in the Klamath Falls urban area is shown on Figure 8.

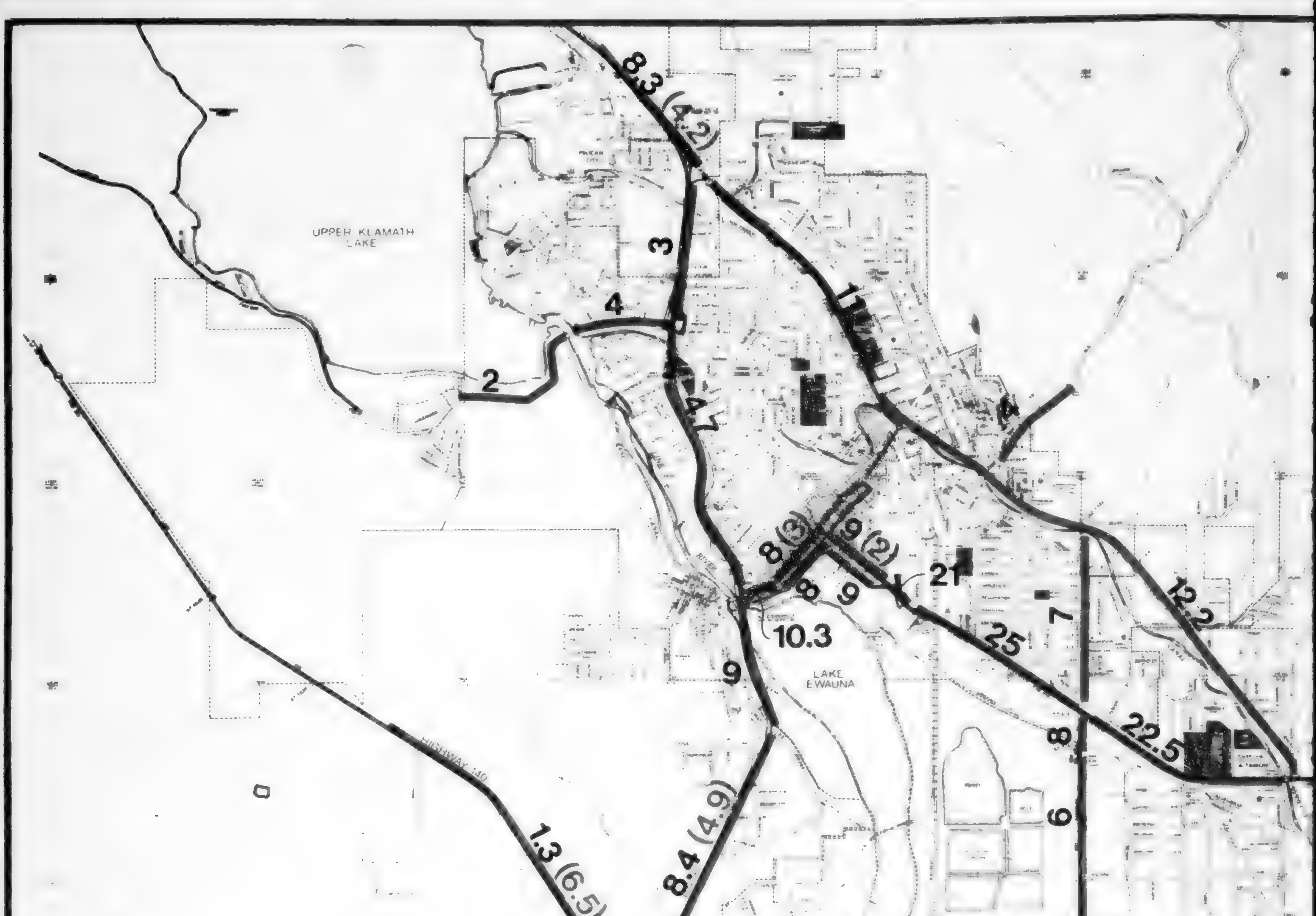
Generally speaking, all critical network links appear to be operating at a level of service "C" or better, with the exception of parts of Highway 140 (the Klamath Falls-Lakeview Highway) through Klamath Falls and the part of Washburn Way south of South 6th Street. Those segments that are over capacity are shown in Figure 8. For example, the capacity at level of service "C" rates the segment of 6th Street between Spring Street and Shasta Way at 23,500 vehicles per day (VPD); existing volume (in 1979) is 26,400 VPD.

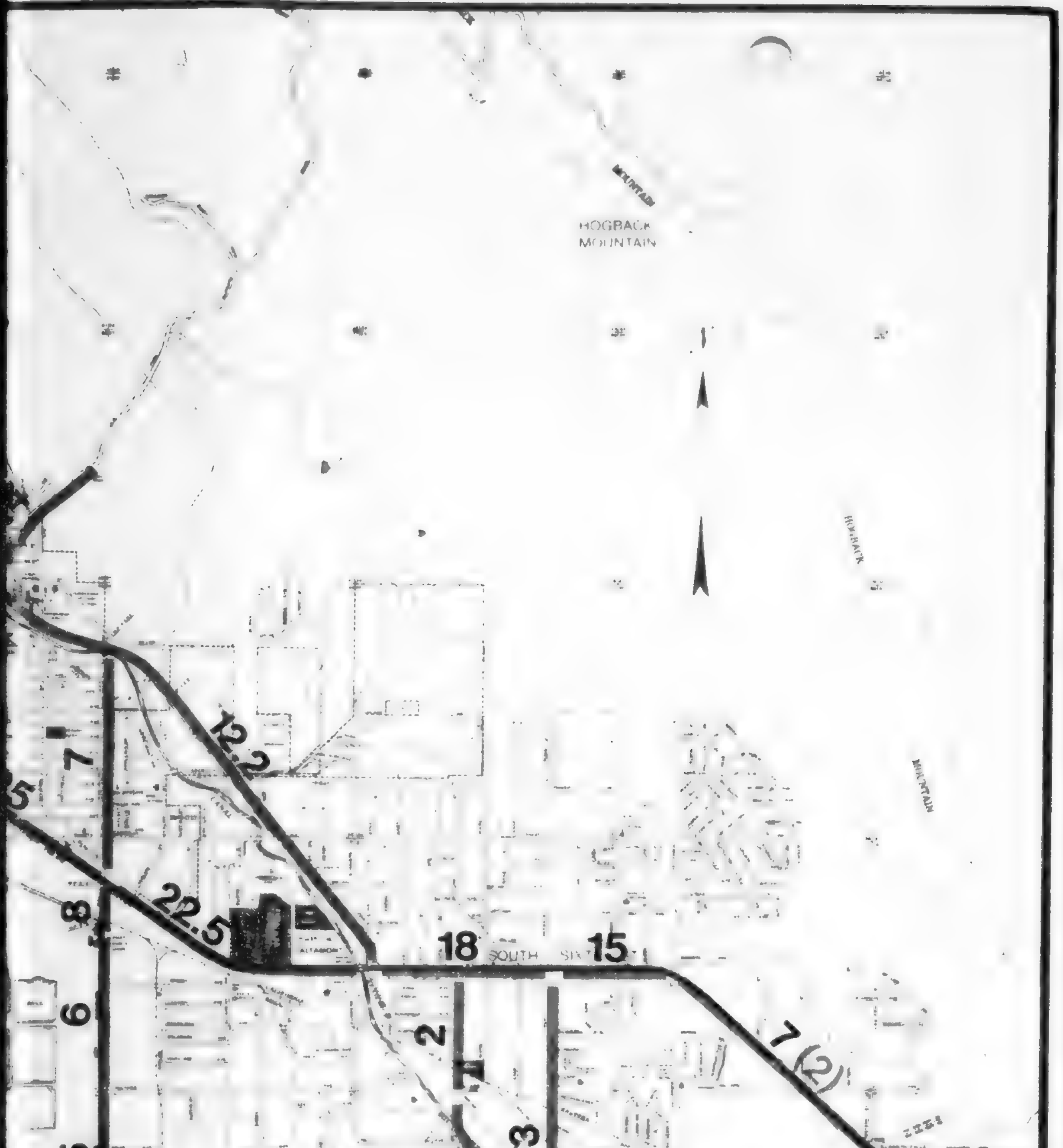
This daily traffic capacity analysis is, however, not wholly indicative of the workings of the highway network. Traffic volumes during peak commuting hours may produce a level of service "E" or "F", indicating very slow or stopped traffic.

The volume of truck traffic on the primary links of the network varies considerably from road to road and with the time of year. Figure 7 indicates the percentage of ADT attributed to truck traffic on many of these major links. A survey of the major logging operations and freight carriers within the Klamath Falls urban area yielded the number of daily trips, indicated in Table 8. These figures represent only the total trips to the logging or trucking operation. An equal number of trips is assumed leaving from the operation daily.

Hourly concentrations of trucks vary. During August 1977, 9 percent of the eastbound traffic on South 6th Street between 7:00 to 8:00 a.m. was composed of heavy trucks. A high concentration was found throughout the morning, dropping off to about 4 percent in the early afternoon hours. Likewise, westbound traffic on West Main Street had a 7 percent concentration of heavy trucks during the peak morning hours, decreasing to about 4 percent in the afternoon peak. Little or no heavy truck traffic occurred during the evenings.

The existing Klamath River Bridge on Highway 97 south of the Green Springs Interchange currently causes a traffic "bottle neck" during peak traffic periods due to its narrow travel lanes and lack of adequate shoulder width. The Oregon State Highway Department lists the bridge as requiring replacement, but as a low priority when compared with other bridges statewide. The capacity of the bridge at level of service "C" is about 9,400 VPD. Currently, (in 1979), about 7,000 VPD cross the structure.


8.3 (4.2)
UPPER KLAMATH LAKE
3
4
2
4.7
11
4
8 (3)
9 (2)
21
8
9
10.3
9
LAKE EWAUNA
12.2
7
25
22.5
8
HIGHWAY 140
1.3 (6.5)
8.4 (4.9)
6
5
1.7
6.4
4.5 (4.3)
1.4
RIVER
3.6
JOHNS
HIGHWAY
4
2.3
KLAMATH
JOE WRIGHT ROAD
MIDLAND
1.5
2.8
.8


HOGBACK MOUNTAIN
HOGBACK
MOUNTAIN
12.2
7
5
8
22.5
ALTAMONT
18
SOUTH SIXTH
15
6
2
7 (2)
3
5
1.6
.7
1
6
3.6
WASHBURN WAY
HIGHWAY 39
JOHNS AVENUE
4
2.3
1.5
KINGSLEY FIELD

Legend

Road Segment

(2) Percent Trucks

21 Average Daily Traffic (000's)

0 2000' 4000' 1 Mile

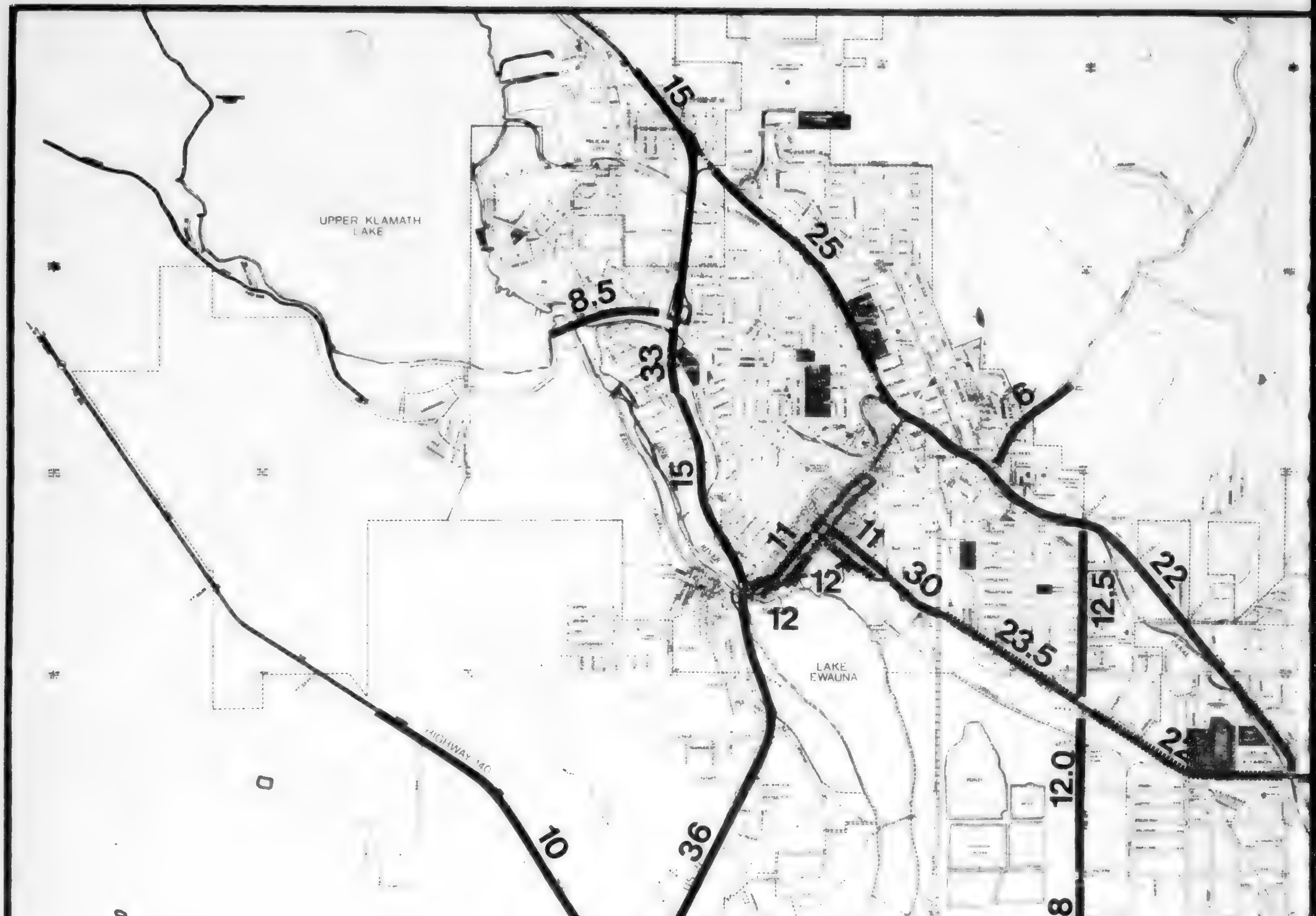
Scale
Wilsey & Ham

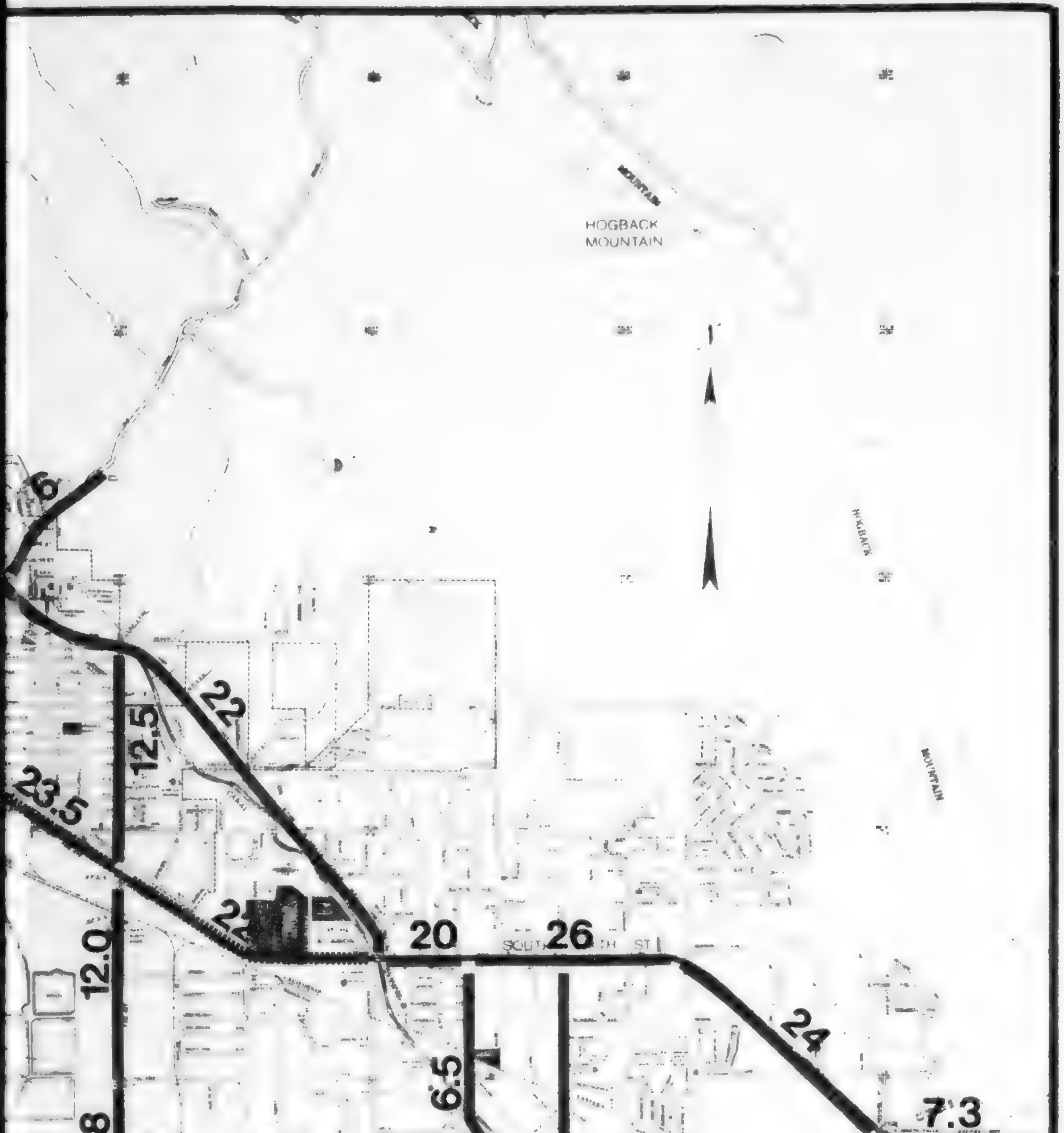
Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

1977 Traffic Volumes

Figure 7


UPPER KLAMATH LAKE
15
25
8.5
33
15
6
11
11
12
12
30
22
12.5
23.5
22
LAKE EWAUNA
HIGHWAY 140
12.0
10
36
8.8
10
15
9
RIVER
WASHBURN WAY
9.4
8
JOHNS
HIGHWAY
KLAMATH
RIVER
JOE WRIGHT ROAD
MIDLAND HIGHWAY
15
9


HOGBACK MOUNTAIN
6
22
12.5
23.5
23
20
26
SOUTH 6TH ST
12.0
6.5
24
7.3
8.8
7
8
8.5
WASHBURN WAY
8
JOHNS AVENUE
KINGSLEY FIELD

Legend

▬ **Road Segment**

45 **Segment Capacity** (000'S) *

▨ **Segments Over Capacity**

* Vehicles per day at level of service C

0 2000' 4000' 1 Mile

Scale
Wilsey & Ham

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Roadway Capacities

Figure 8

TABLE 8

Average Number of Heavy Trucks to Klamath Falls Area Per Day

1977	97N	97S	140E	140W	66	Misc.	TOTAL
January	89	31	66	4	3	4	197
February	93	15	66	4	3	4	185
March	47	15	32	4	3	4	105
April	43	15	30	4	3	4	99
May	118	15	30	4	3	4	174
June	79	15	40	4	3	54*	211
July	64	33	85	4	13	54*	253
August	41	65	108	4	13	64*	295
September	24	69	125	4	13	64*	299
October	64	84	81	4	3	59*	295
November	74	42	65	4	13	59*	257
December	70	33	65	4	3	59*	234

*Weyerhaeuser plans to reduce trips by about 50 trucks per day as of December, 1977.

Note: An equal number of trips originate from the Klamath Falls area to various desinations each day.

Source: Correspondence with officials from: Modoc Lumber Co., D.G. Shelter Products, Columbia Plywood, Weyerhaeuser Co., Consolidated Freightways, 1977.

- Projected Trends

Average daily traffic volumes for the critical links in the Klamath Falls urban area network for the year 2000 are discussed in Section VI - Impact of Alternatives. Since not building the bypass is one alternative under consideration, the predicted future traffic volumes resulting from the No Action Alternative are described, along with those resulting from the three build alternatives.

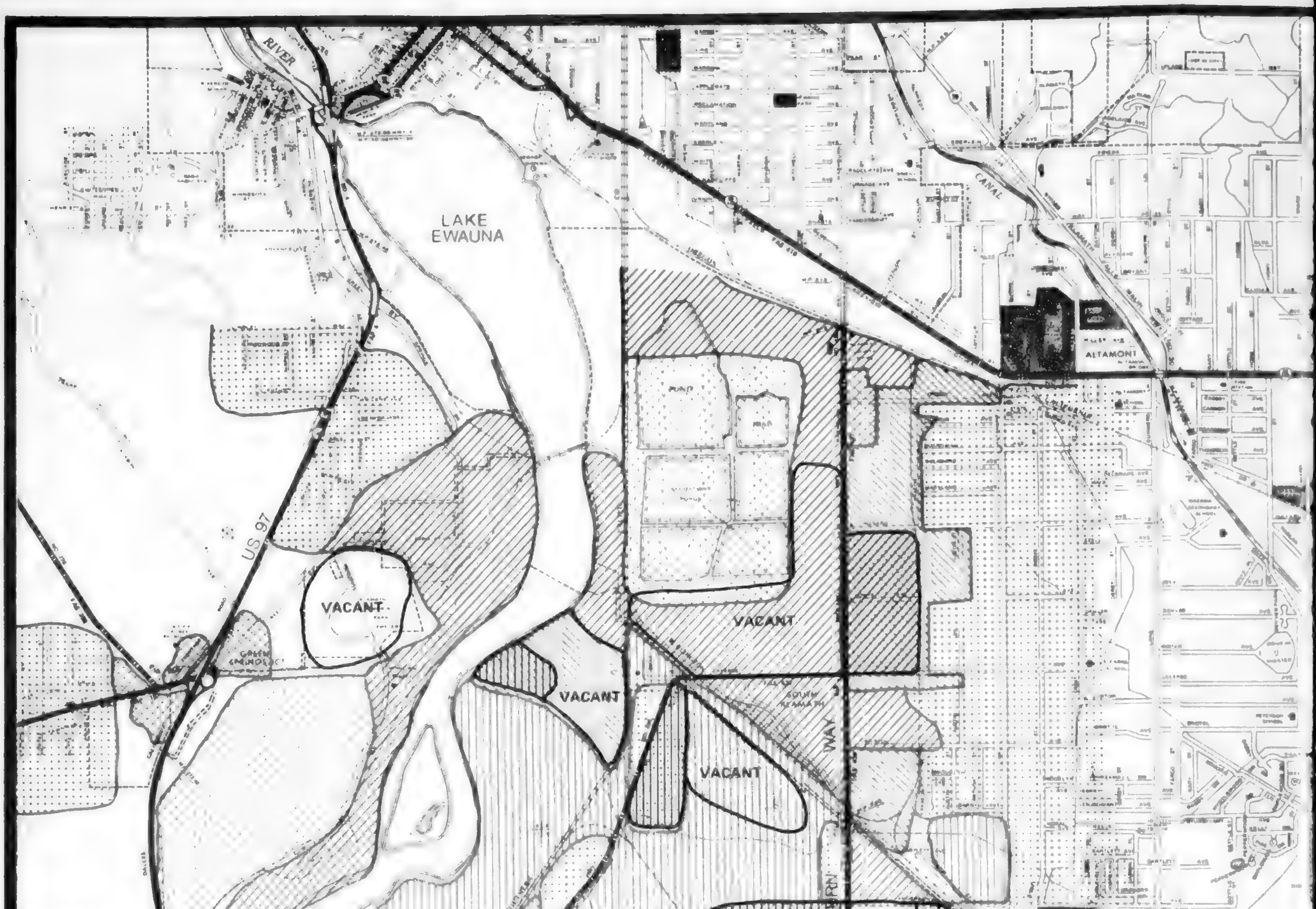
The State's long-range highway improvement program includes several projects in the Klamath Falls urban area. Most important is improvement of Shasta Way between South 6th Street and the Eastside Bypass, including sidewalks and a footpath. Other projects include improvements to Highway 97, and the replacement of a canal bridge on City Street. The Highway 97 bridge, crossing the Klamath River just south of Reames Country Club, is on the State's list of structures requiring improvements, but is currently very low on the priority list.

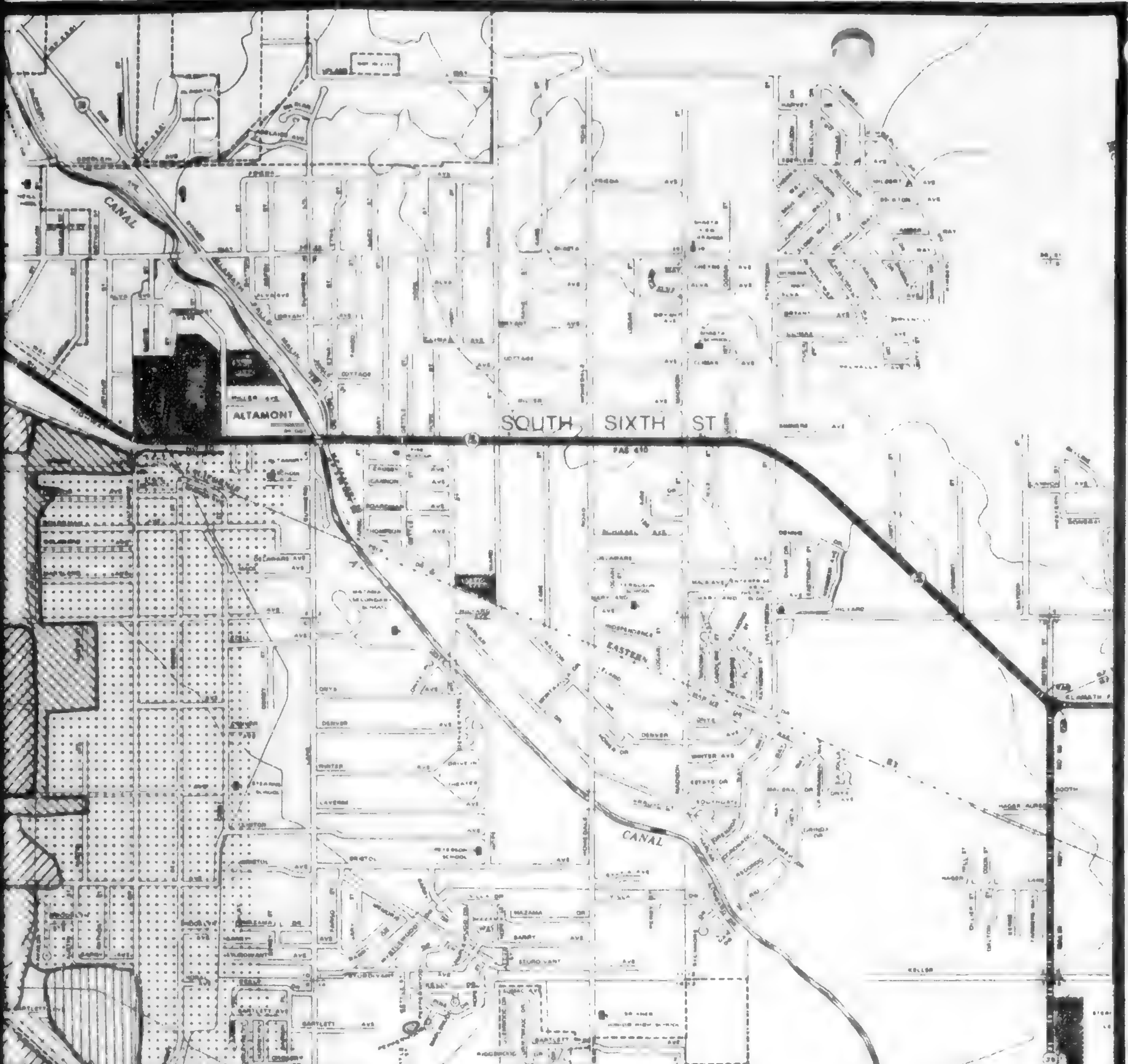
Klamath County's long-range construction program includes the widening of Shasta Way from South 6th Street to the Eastside Bypass, and construction of the Southside Bypass from State Highway 39 to Washburn Way, scheduled for completion in 1981. Also included in the improvement program are the widening of the Fremont Bridge over Link River, the replacement of the Joe Wright Bridge over the Diversion Canal, the construction of the truck route from the Southside Bypass to Spring Street, and the widening of Homedale Road and Altamont Drive from South 6th Street to the Southside Bypass.

LAND USE

Existing land use within the Southside Bypass project area is primarily agricultural. Due to its lack of major public services, the project area has not, for the most part, been partitioned into housing subdivisions. In contrast to the now-developing lands east of Washburn Way, the project area maintains its large-parcel character, except in small areas along the Midland Highway, Joe Wright Road, and areas west of the Klamath River. Figure 9 shows existing land use and plan designations. It should be noted that the boundaries of the designations are generalized.

The project area east of the river, lying directly south of the sanitation ponds operated by the South Suburban Sanitary District, is transected by the main lines of the Southern Pacific and Burlington Northern railways as well as by the Midland Highway. In general, lands north of these rail lines are not currently in use, although they are zoned to allow industrial


RIVER
LAKE EWAUNA
US 97
VACANT
GREEN SPRINGS
VACANT
VACANT
VACANT
SOUTH KLAMATH
ALTAMONT
WAY
WASHBURN
VACANT
VACANT
VACANT
JOHNS
AVENU
RIVER
KLAMATH
HIGHWAY
JOE WRIGHT ROAD
MIDLAND
KINGSLEY FIELD


CANAL
ALTAMONT
SOUTH SIXTH ST
EASTERN
CANAL
VACANT
JOHNS AVENUE
HIGHWAY 39
KINGSLEY FIELD

Legend

- ▨ Light Industrial
- ▨ Heavy Industrial
- ▨ General Commercial
- ▨ Residential
- ☐ Recreation/Public
- ▥ Agriculture
- ■ Plan Designation
- ■ Existing Land Use Different Than Plan

0 2000 4000
Feet

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

County Comprehensive Plan Designations/ Existing Land Use

Figure 9

development. The area south of South Sixth Street between Lake Ewauna and the railroad tracks includes the city shops and a log storage area. Nearly all lands in the project area south and west of the rail lines are zoned and utilized as pastureland. Sparse, intermitent homesites are located along the Midland Highway and Joe Wright Road. Property ownership within the project area is diverse; most parcels are over 20 acres in size, and many are greater than 40 acres.

Lands immediately west of the Klamath River are used for industrial purposes or railway yards. Closer to Highway 97 is the Reames Country Club and the Klamath Memorial Park Cemetery, as well as a considerable area of vacant land. North of the cemetery is a power substation and a small residential area off Green Springs Drive. The City Animal Pound is located east of the Country Club on Memorial Drive.

Land use within the project area is governed by plans and policies of the state, county and city. The State of Oregon planning goals and guidelines and the Klamath County Comprehensive Plan will affect future land use within the area. The designation of the City of Klamath Falls' Urban Growth Boundary, to be jointly determined by Klamath County and the City of Klamath Falls, will also be a factor in determining future uses of the land.

- Oregon Land Conservation and Development Commission Goals

During 1973, the Oregon Legislature adopted Senate Bill 100 (ORS Chapter 197), which provided for the coordination of local comprehensive plans to state standards and review. The Act established the Land Conservation and Development Commission (LCDC) and directed the commission to adopt statewide planning goals and guidelines. The adopted goals and guidelines are to be used by state agencies, cities, counties and special districts in preparing, adopting, revising and implementing their comprehensive plans. These plans and any ordinances or regulations implementing the plans were to have complied with the statewide planning goals by January 1, 1976. Time extensions have been granted to all jurisdictions within Klamath County in order to bring their comprehensive plans into compliance with LCDC goals.

Six of the twelve planning goals have particular applicability to the project area and the analysis of the Southside Bypass project and are detailed below:

Goal #3, Agricultural Land: The goal is "to preserve and maintain agricultural land." Agricultural land shall be preserved and maintained for farm use, and that conversion of rural and agricultural land to urban land should be based upon social, economic, environmental, and energy considerations. One of these considerations is that Class I, II, III, IV, V, and VI soils in eastern Oregon should be retained in farm use as much as possible.

Goal #5, Open Spaces, Scenic and Historic Areas, and Natural Resources: The goal is "to conserve open space and protect natural and scenic resources." This goal requires local governments to provide open space consistent with residents' needs, to protect scenic and historic areas and natural resources for future generations, and to promote healthy and visually attractive environments in harmony with the natural landscape character.

Goal #6, Air, Water and Land Resource Quality: This goal is to "maintain and improve the quality of the air, water and land resources of the state." The goal requires that "all waste discharges from future development, when combined with discharges from existing development, shall not threaten to violate applicable state or environmental quality statutes, rules and standards."

Goal #11, Public Facilities and Services: The public facilities and services goal is "to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development." The goal requires that the provision of public services should be closely tied with local land use designations, and that comprehensive plans and public services should work together to reach the desired local goal. In addition, the goal states that "urban and rural development shall be guided and supported by types and levels of urban and rural public facilities and services appropriate for, but not limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."

Goal #12, Transportation: This goal is "to provide and encourage a safe, convenient and economic transportation system." Transportation plans should (in addition to other items): "consider local, regional and state transportation needs; minimize adverse social, economic and environmental impacts and costs; facilitate the flow of goods and services so as to strengthen the local and regional economy; and conform with local and regional comprehensive land use plans."

Goal #14, Urbanization: The urbanization goal requires local comprehensive plans "to provide for an orderly and efficient transition from rural to urban land use." In order to achieve this, the goal requires that "urban growth boundaries shall be established to identify and separate urbanizable land from rural land." Establishment of these boundaries is to be based upon such factors as population growth requirements, need for housing, provision of public services and retention of Class I through VI agricultural lands.

- Klamath County Comprehensive Plan

The Klamath County Comprehensive Plan was adopted in August, 1972, subsequent to the implementation of a county-wide zoning ordinance. This was the first such plan and ordinance to be adopted by the county. The current plan does not comply with the Statewide Planning Goals, and thus it is currently being revised. The new comprehensive plan is expected to be completed and in compliance with state goals by July, 1980. Current plan designations, as defined below, generally follow existing land use patterns and zoning designations.

Agriculture: The agriculture designation on the comprehensive plan map includes the zoning designations of "Light Agriculture" and "Agriculture-Forestry." The light agriculture zone requires a minimum one acre lot size and encourages small lot agricultural pursuits. This zone includes truck or tree farms up to 20 acres in size. The "Agricultural-Forestry" zone designates areas of agriculture and/or forestry uses on parcels greater than 20 acres in size. In a new ordinance which goes into effect in April, 1979, all partitions of land in the area planned for agriculture must be reviewed and approved by the county and must address the Statewide Planning Goals.

Residential: "Residential Agriculture" zones occur intermittently along major roadways in the project area, essentially overlain on existing farmhouse uses. Specifying a 20,000 square foot minimum lot size, this zone also allows for gardens and the keeping of animals.

Light Industrial: The light industrial designation on the comprehensive plan map coincides with light- and medium-density industrial and manufacturing zones on the county zoning map. The purpose of this zone is to allow for a range of essentially nonpolluting industries on smaller land parcels.

Heavy Industrial: Large-parcel heavy industrial areas have been established near transportation linkages to allow for more intense industrial development such as sawmills. It is expected that industries to be located in these areas would be heavier polluters of the local environment than light industrial uses.

Klamath County's original plan offers very little policy guidance relative to agricultural areas; its current revision may provide guidelines for preservation or development of "rural" areas. Thus plan designations within the project area will not be finalized until that time. It is possible that existing land use designations would be revised, based on the specific location of the Southside Bypass and the city's urban growth boundary. The establish the urban growth boundary and land use policies within the boundary.

At the workshops described in Chapter 2, the Klamath Falls urban area was divided into quadrants, and factors encouraging and discouraging growth were discussed for each. General priorities were established for each quadrant as to the type and timing of development; these priorities may serve as the basis of future public policy. Listed below are general policy statements for each quadrant, with Figure 10 illustrating the extent and type of development which may be expected in the Klamath Falls urban area.

- N.W. Quadrant

Significant infill will occur within the present boundary of Klamath Falls due to the availability of services and 2,000 acres of vacant land.

Residential development north of the urban area will be encouraged through planned extensions and improvements to sewer facilities.

Limited employment opportunities will be encouraged due to the proximity of the Oregon Institute of Technology campus and the OIT Industrial Park.

The area will experience gradual, consistent growth during the next 15 to 20 years.

- N.E. Quadrant

The recently approved Hogback Mountain Project (2,300 acres containing 2,100 units) will be the major focus for residential development in the urban area.

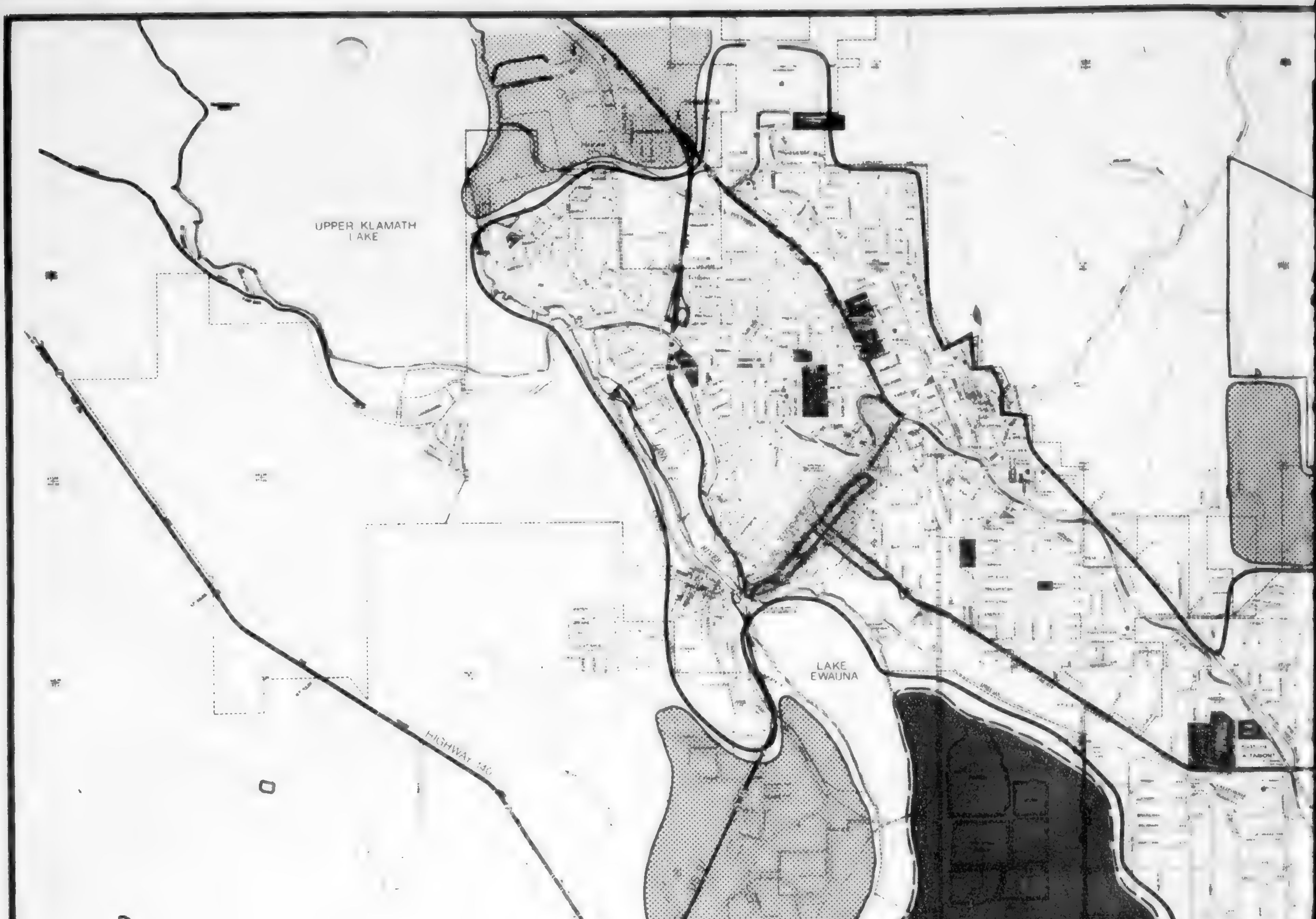
Residential development, other than the Hogback Mountain Project, will be limited because of the existing sanitary landfill, noise and other distractions from the Klamath Speedway, downstream storm water runoff problems resulting from development, and the lack of capacity of the arterial street system serving the area.

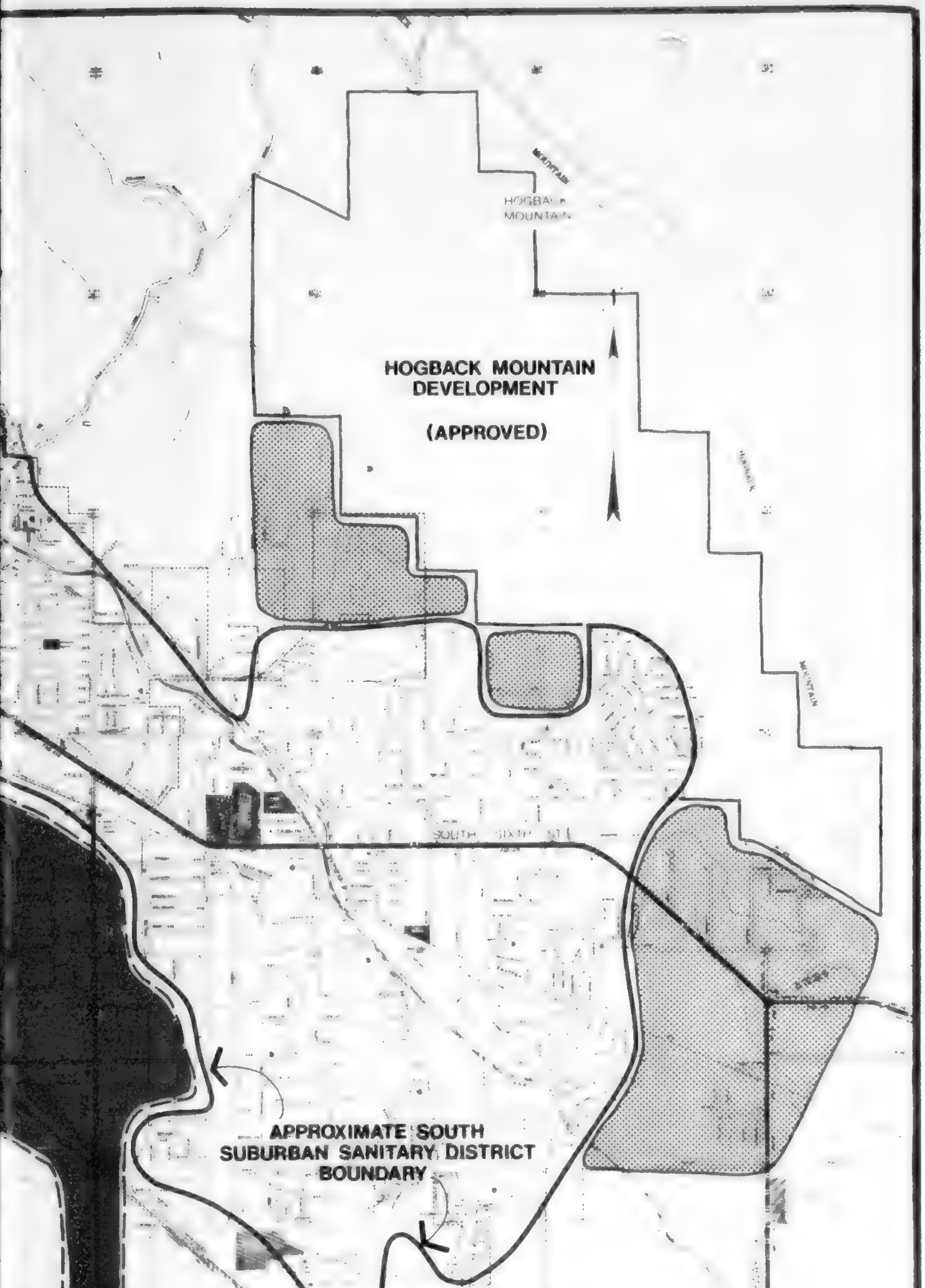
The area has the highest priority for residential growth within the urban area over the next 10 to 15 years.

- S.E. Quadrant

Significant infill will occur in the south suburban area, but a major expansion of urban development south of Johns Avenue is unlikely because of lack of urban services, poorly draining soils, agricultural lands, and Kingsley Field.

Restrictive land uses such as agriculture and airport-related industrial will be encouraged around Kingsley Field.


UPPER KLAMATH LAKE
LAKE EWAUNA
HIGHWAY 140
RIVER
HIGHWAY
MIDLAND
JOHNS
APPROX
SUBURBAN S
BO


HOGBACK MOUNTAIN
HOGBACK MOUNTAIN DEVELOPMENT
(APPROVED)
MOUNTAIN
SOUTH SIXTH ST.
APPROXIMATE SOUTH SUBURBAN SANITARY DISTRICT BOUNDARY
JOHNS AVENUE
JOHNS AVENUE IMPROVED AND EXTENDED

Legend

□ Existing Urban Area

▒ Future Urban Area

▓ Future Industrial Area

0 2000' 4000' 1 Mile

Scale
Wilsey & Ham

[illegible]

Klamath County, Oregon

Future Urbanization Concept

Figure 10

Development along the improved and extended Johns Avenue will be limited to major intersections, with controlled access from major highways.

Limited residential and industrial development south of the airport will be allowed, specifically relating to the utilization of local geothermal resources for agri-business purposes.

The area will experience gradual, consistent growth during the next 15 to 20 years.

- S.W. Quadrant

A small amount of residential development will occur west of Highway 97 in the Stewart-Lennox area.

The area will serve as the primary focus for industrial development in the urban area. East of the river, industrial lands will extend south to the northern slope of Rattlesnake Hill.

The primary land use south of the industrial area will be for agriculture and open space.

PUBLIC FACILITIES AND SERVICES

Streets, schools, sewer and water systems, fire protection and law enforcement within the project area are provided by a mix of general and special service governmental units, as well as by individual households. In general, water systems are provided by individual property owners on a lot-by-lot basis. For the bulk of the project area, public services are provided by local government agencies or special service districts, supported by property taxes and/or user fees. Property tax rates within the project area in 1977 ranged between $11.15 and $17.53 per thousand dollars assessed valuation.

The following paragraphs describe the existing level of public services within the project area:

- Sewer

Although public sewer service exists within the project area, not all households are served by the system. Those homes not connected to sanitary sewers are served by individual septic tank and drain field systems. Septic tank failures have occurred in the suburban residential area and are largely the result of a highwater table and specific soils limitations. Some contamination of wells has occurred in parts of the south suburban area. New developments are encouraged to connect to the local sewer system.

Within the project area, no septic system failures have been reported; residential development west of Washburn Way has been sparse, and many homes in the area have connected to the sewer system. Requests for development of septic tank and drain field systems will be carefully assessed by DEQ on a lot-by-lot basis in order to avoid contamination of local groundwater supplies.

Sanitary sewer service is provided to the south suburban residential area and the project area by the South Suburban Sanitary District. Waste water collected from residential, commercial, and industrial users throughout the district system is processed at the sanitary district lagoons located directly north of the project area. These lagoons cover about 135 acres. Effluent from the facility is currently discharged into the Klamath River. Effluent now discharged is substantially above the 30 mg/liter of biochemical oxygen demand (BOD) and suspended solids established as Federal water quality standards by the Environmental Protection Agency. The district's contract with DEQ stipulates that the current discharge levels of 45 mg/liter BOD and suspended solids will be modified to meet EPA standards by 1981.

A county-wide facilities plan is currently being prepared which will address the waste water treatment needs of the Klamath Falls urban area. It is possible that a regional collection system and treatment facility, incorporating the existing city and South Suburban District systems, will be recommended. Construction of any new facility could not be completed before 1982.

- Water

No public water supply systems exist within the project area; all households are served by private wells. Although water is available throughout much of the Klamath Basin, depth to the water table varies widely. Groundwater supplies within the basin seem capable of supporting significant growth in the area.

The Oregon Water Corporation controls the major water supply within the Klamath Falls urbanizing area, operating six artesian wells near the Link River Bridge, serving nearly all water users west of the Klamath River. Service currently extends to the northern edge of the project area, and the district could serve any new development proposed there.

Irrigation water within the project area is provided by the Klamath Irrigation District, which serves nearly 40,000 acres southeast of the Klamath River, although not all of this is actually irrigated. The bulk of land within the project area is currently under irrigation. Upper Klamath Lake provides a virtually unlimited source of water for the KID, although a major constraint on provision or expansion of service is the existing capacity of major transmission canals. As residential growth continues in the south suburban area, lands once under irrigation will be converted to urban uses, reducing pressure on the remaining transmission canals during times of peak use.

- Schools

Two school districts - Klamath County and Klamath Union High School - operate schools which serve the project area. Klamath County provides elementary and junior high schools outside the city boundaries of Klamath Falls. Klamath Union High School district boundaries extend beyond the city limits and include much of the south suburban residential area.

Elementary and junior high school students within the project area would attend Stearns School, which serves grades 1 through 8. Senior high school students would attend Klamath Union High School. The 1977 fall enrollment and school building capacity figures are shown below:

	1977 Enrollment	Capacity
Stearns School	414	400
Klamath Union High School	2,194	2,750

School oficials indicate that growth in the south suburban area has been planned for, and that sites exist for construction of new schools, should the need arise. Current facilities are adequate to handle expected growth over the next 4 years. The lack of a defined boundary for the Klamath Falls urban area could pose some coordination problems between the two districts; the problem has yet to be formally addressed.

- Fire Protection

The majority of fire protection within the project area east of the Klamath River is provided by units of the Klamath County Fire Department and the South Suburban Rural Fire Protection District, currently operating out of the same facility. The combined units comprise 25 full-time and 35 volunteer fire fighters. Much of the project area is classified as "fire insurance class 10," indicating that most homes are not currently served by hydrants. The county district is currently supported by a property tax assessment of $3.00 per thousand dollars assessed valuation. A "mutual aid" fire protection agreement exists between Klamath County, South Suburban, City of Klamath Falls and Kingsley Fire Districts. The Stewart-Lennox Fire District serves the area west of the river.

- Police

Police protection in the project area is provided by the Klamath County Sheriff and the Oregon State Police, who have overlapping jurisdiction. The Sheriff generally provides civil law enforcement, while the majority of traffic patrols are carried out by the State Police. Both the Sheriff and the State Police operate on a "mutual aid" basis with the City of Klamath Falls Police Department in providing adequate response to law enforcement needs.

- Utilities

Electrical service to the Klamath Basin is provided by a transmission and distribution system operated and maintained by Pacific Power and Light Company. The major source of power for the Klamath Falls urban area is the 230 KV Klamath Falls-Copco transmission line which connects Medford to Malin. Power provided by this 230 KV facility is received and switched to the local system at the Klamath Falls substation, located on the west side of the Klamath River north of Klamath Memorial Park Cemetery. Three other lower voltage transmission lines, as well as several local distribution lines radiate from the substation and pass through the project area (see Figure 11).

Line 68, located on the west side of the river, adjacent to the Burlington Northern Railroad right-of-way, is a 69 KV facility which provides power for Weyerhaeuser mill operations. Lines 9 and 56, located on the east side of the river, provide low voltage connections to the Malin substation as a backup to the continuous grid system. A 500 KV transmission line is proposed to be constructed through the project ara, connecting coal-fired generation plants in Wyoming to the Medford area to serve industrial and residential growth in southern Oregon, specifically in the Medford area. This line is not expected to connect to the Klamath Falls substation and would not provide a direct power source for the Klamath Falls urban area.

HISTORICAL AND ARCHAEOLOGIC SITES, SECTION 4(f) LANDS

- Historic Resources

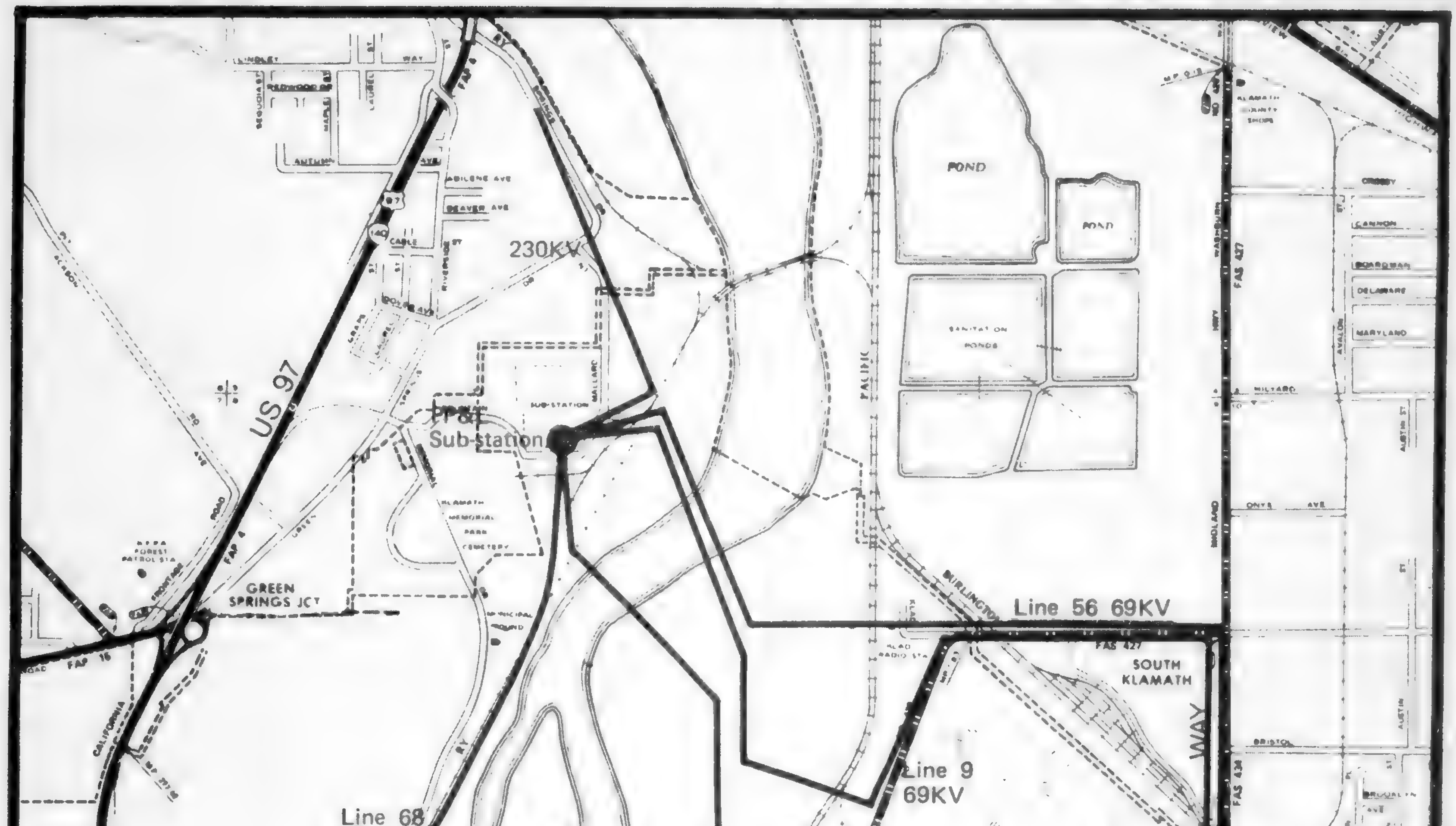
The Washburn Way-Green Springs Junction project area contains no properties which are listed, nominated, or determined eligible for the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings.* In addition, the project does not affect any farms which are recorded in the Oregon Century Farm Program (16).

Electric Transmission Lines

Figure 11

——— Transmission Line

0 2000 4000
Feet


US 97
230KV
PP&L Sub-station
GREEN SPRINGS JCT
Line 56 69KV
SOUTH KLAMATH
Line 9 69KV
Line 68 69KV
Line 70 230KV
RIVER
LOST RIVER
DIVERSION
WASHBURN WAY
HIGHWAY
JOE WRIGHT ROAD
POND
SANITATION PONDS
KLAMATH MEMORIAL PARK CEMETERY
SUB-STATION
PACIFIC
BURLINGTON
FAS 427
FAS 434
FAP 4
FAP 16
CALIFORNIA
NORTHERN
DALLES
MIDLAND
CROSBY
CANNON
BOARDMAN
DELAWARE
MARYLAND
MILLARD
ONYX AVE
BRISTOL
BARTLETT AVE
AVALON
AUSTIN
ABILENE AVE
BEAVER AVE
ANTHONY
MALLARD
JOH
H

The Baldwin Hotel, 31 Main Street, is listed in the National Register but is located approximately 2 miles north of the Alternative 1 alignment. This also applies to the Tower Theatre, 2607 6th Street, which is on the Statewide Inventory. The Horton Century Farm is in the Klamath Falls vicinity on Route 2, several miles north of the project area.

The Klamath Memoral Park Cemetery, located in the project area northeast of the Green Springs interchange, is not historically associated with early development of the area; the Linkville Cemetery in the northeastern section of the city is the older pioneer facility.

- Archaeological Resources

The Klamath Falls area was previously inhabited primarily by the Klamath tribes of the Lutuamian Indian Family. These groups were referred to as "Pit Indians," a somewhat different culture than was found in other sections of the state.

Their dwellings were roofed pits dug about four feet below ground level, about 20 feet across, and rising to six-foot earthen mounds, roofed with poles and rushes. Such pit houses were indicative of permanent habitation as opposed to the more nomadic tribes in mounain terrain where climate and resources necessitated seasonal migration. Areas associated with Klamath Indians are, therefore, archaelogically sensitive and may contain tools, utensils and other materials of cultural significance.

An archaeological reconnaissance survey will be done by personnel from the Museum of Natural History at the University of Oregon. The area to be affected by the preferred alternative will be examined for potential archaeological sites. In order to preserve archaeological resources, any sites which are found during the reconnaissance survey will be mapped, recorded, and evaluated. Any recommended salvage or other mitigative measures will be completed prior to construction and will be coordinated with the State Historic Preservation Office and the State Archaeologist. These procedures will insure compliance with Section 106 of the Historic Preservation Act of 1966 as amended.

---

*The Oregon State Historic Preservation Office was contacted to determine whether any National Register or Statewide Inventory properties exist in the project area; see their letter in the Appendix.

- Section 4(f) Lands

There are no publicly-owned parks, recreation areas, or wildlife and waterfowl refuges of national, state or local significance, nor any land from an historic site of national, state or local significance along any of the three alternative alignments. The Oregon Department of Fish and Wildlife has a refuge on Miller Island, which is southwest of the project area along the Klamath River. A privately-owned country club/golf course is located within the project area southeast of the Green Springs interchange.

LANDSCAPE AESTHETICS

The project area is primarily comprised of gently rolling slopes and broad flat areas, with the principal natural feature being the Klamath River. A well-defined course has been cut by the river, without allowing for beaches or good riparian cover along most of its course; the truck route would pass by some wetlands along the river. Where the land has been worked for agricultural purposes, the characteristic fences and seasonally green fields spread across the landscape. Where the soil has not been worked, as on the steeper slopes, the grasses are typically brown and unable to give full ground cover.

Two hills, located just south of the sanitation ponds and opposite one another on either side of the river, are the dominant landforms. They create a slight canyon effect along the river, interrupting views of Klamath Falls from the project area.

The primary human-made features are the two spurs of the Southern Pacific line, the Burlington Northern line, the Lost River Diversion Channel and the Midland Highway. All of these facilities are on raised berms above the flat agricultural lands, and bisect the land into random-shaped segments. The truck route would enter the urban environment of downtown after passing by the city shops.

Only a limted number of residences are located in the project area. These are found along Joe Wright Road and the Midland Highway and form clusters of farm and domestic buildings set among large trees. A golf course is located southeast of the Green Springs intersection of Highway 97 with a cemetery directly north. During the summer these areas are irrigated, and often provide the only green areas west of the river. The project area is now isolated from major urban or suburban developments, and is not visible from major "lookouts." Portions of the project area are, however, visible from Lizard Peak, Kago Hill and Moore Park.

AIR QUALITY

Pursuant to the Clean Air Act of 1970, Oregon has designated five Federal Aid Quality Control Regions (AQCR). The boundaries of these areas were selected on the basis of several considerations, including economic and demographic factors, and meteorologic and other factors affecting air quality. Some of the AQCR include subdistricts called Air Quality Maintenance Areas (AQMA). These districts are distinguished by having current air quality violations and/or projected growth rates which may have the potential for exceeding any National Ambient Air Quality Standard (NAAQS) within a ten-year period after June 1975.

The Klamath Falls urban area is within the central AQCR and is not designated as an AQMA for any pollutant. The Oregon Department of Environmental Quality (DEQ) routinely monitors air quality in Klamath Falls for total suspended particulates (TSP) and sulfur dioxide (SO_2). Table 9 is a compilation of recent air quality data for Klamath Falls. Table 10 lists state and national ambient air quality standards for air pollutants. Violations of ambient air quality standards for TSP (especially secondary standards) have occurred, so the area has been designated a secondary standard non-attainment area.

TABLE 9

Total Suspended Particulate (TSP) and Sulfur Dioxide (SO_2) Concentrations Measured in Klamath Falls

	Ambient Air Quality (ug/m^3)				
	TSP			SO_2	
		24-Hour Average			
Year	Annual Geometric Mean	Maximum	2nd Highest	Annual Arithmetic Mean	24-Hour Maximum
1970	67.9	195	189	--	--
1971	80.3	207	200	--	--
1972	70.1	251	245	--	--
1973	64.0	295	205	--	--
1974	78.4	228	222	13.1	14.0
1975	58.9	265	147	13.1	13.1
1976	65.3	200	190	14.1	65.0
1977	62.1	290	280	13.1	13.1
Standards					
Primary	75.0	260	--	80.0	365
Secondary	60.0	150	--	60.0	260

ug/m^3 = micrograms per cubic meter

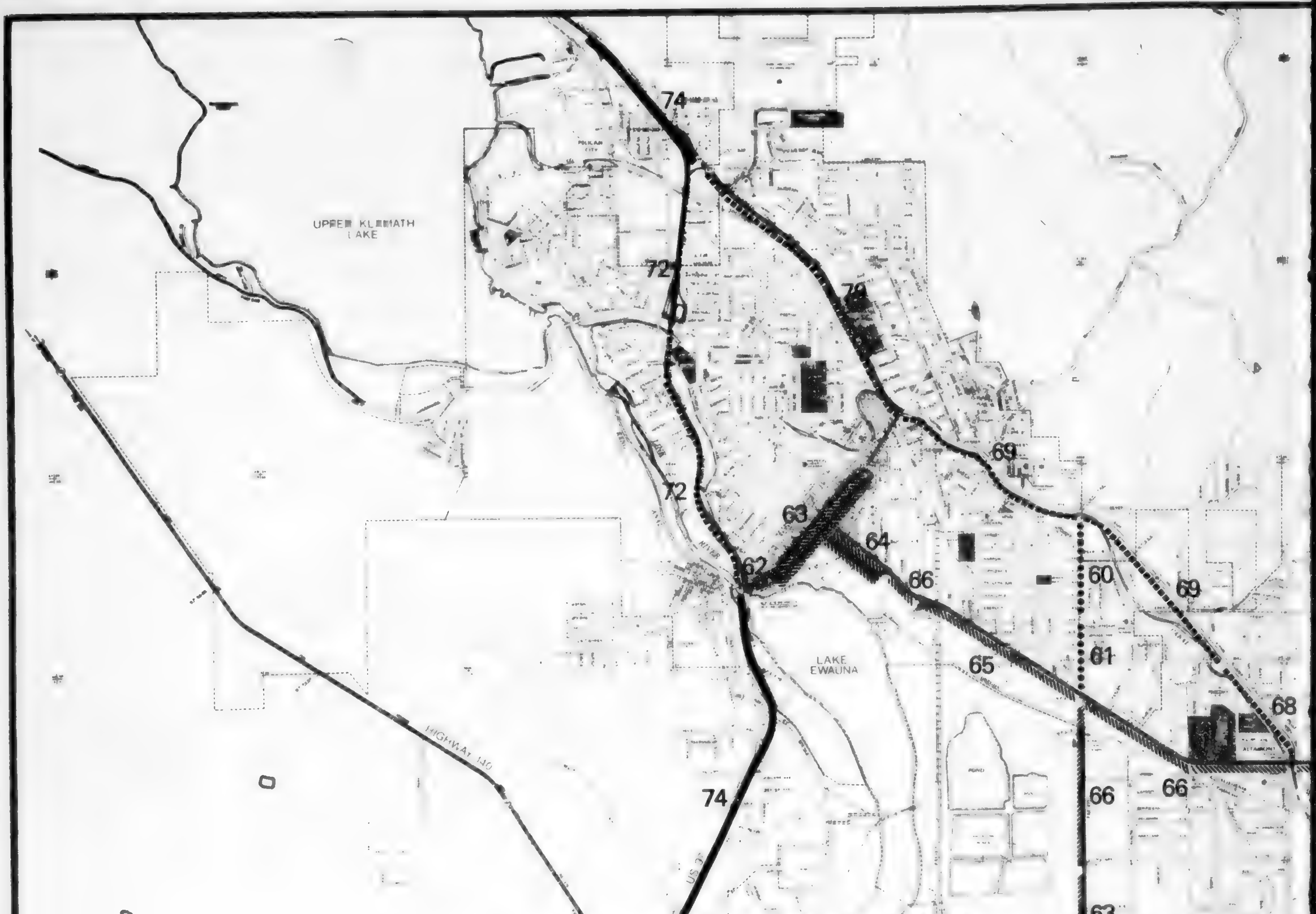
TABLE 10

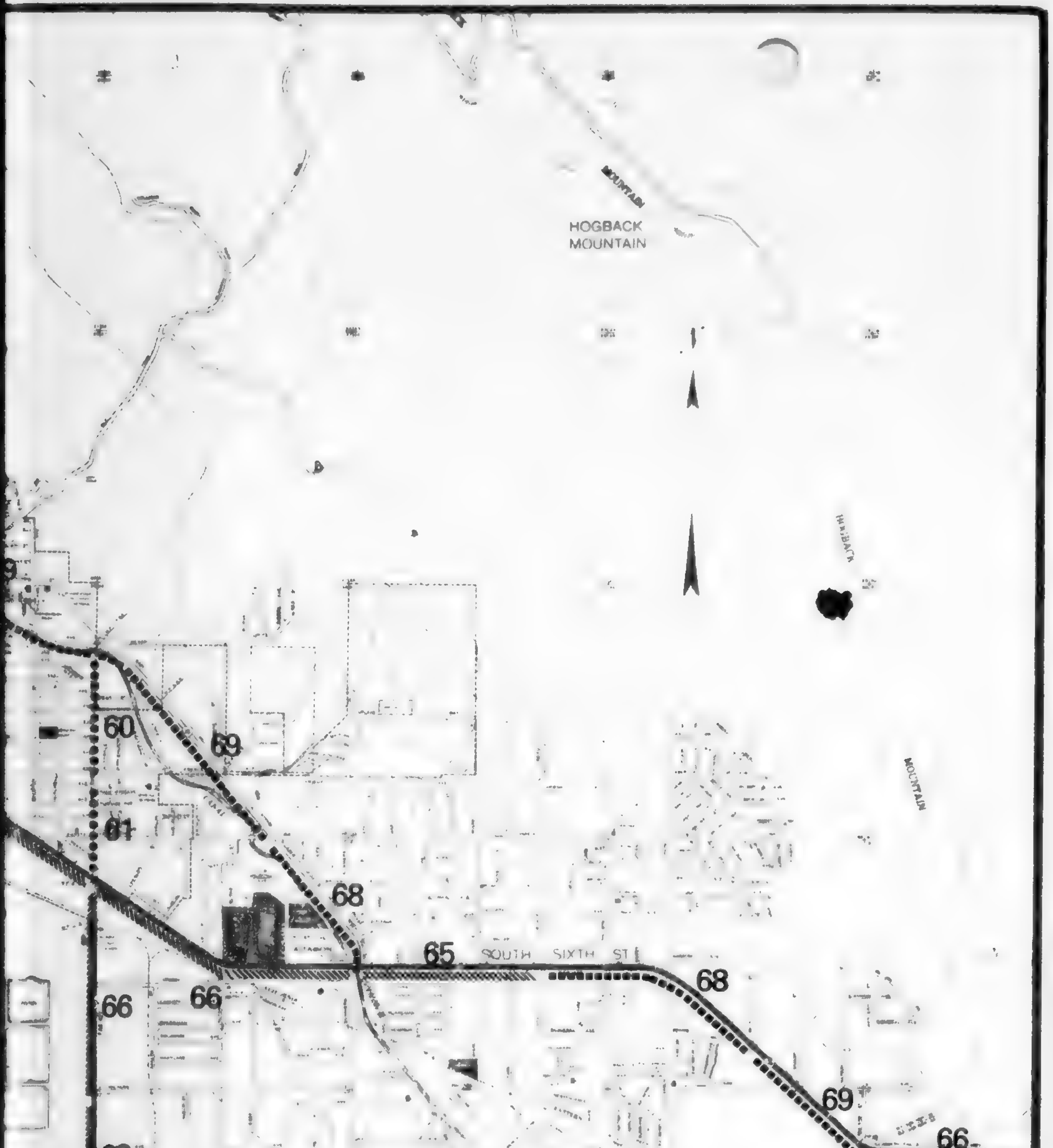
National and State of Oregon Ambient Air Quality Standards*

Pollutant	Averaging Time	Federal Standards Primary (Health)	 Secondary (Welfare)	State of Oregon Standards
Suspended Particulate Matter (TSP)	Annual Geometric Mean	75 ug/m^3	60 ug/m^3	60 ug/m^3
	24 Hours[a]	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly[b]	----	----	100 ug/m^3
Carbon Monoxide (CO)	8 Hour[a]	10 mg/m^3	10 mg/m^3	10 mg/m^3
	1 Hour[a]	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide (SO_2)	Annual Arithmetic Average	80 ug/m^3	None	60 ug/m^3
	24 Hour[a]	365 ug/m^3	None	260 ug/m^3
	3 Hour	None	1300 ug/m^3	1300 ug/m^3
Ozone (O_3)	1 Hour[c]	240 ug/m^3	240 ug/m^3	160 ug/m^3
Nitrogen Dioxide (NO_2)	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Lead (Pb)	Monthly	----	----	3 ug/m^3
	Quarterly	1.5 ug/m^3	----	1.5 ug/m^3

NOTES: [a] Not to be exceeded more than once per year.
[b] 24 hour average not more than 15% of the time.
[c] Not to be exceeded on more than one day per year.
ug/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter

*A guideline standard exists for non-methane hydrocarbons; it is 160 ug/m^3 averaged over 3 hours for the 6 a.m. to 9 a.m. period. This standard was established because of the relationship of hydrocarbons to the formation of O_3.


UPPER KLAMATH LAKE
LAKE EWAUNA
HIGHWAY 140
HIGHWAY 140
US 97
RIVER
KLAMATH
RIVER
HIGHWAY
MIDLAND
WASHBURN
WAY
JOHNS
74
72
79
69
72
63
64
62
66
60
69
61
65
68
66
66
74
63
62
63
72
65
63
65
72
65
65
63
64
63
65
72
63
62


HOGBACK MOUNTAIN
MOUNTAIN
9
60
69
61
68
65
SOUTH SIXTH ST
68
66
66
69
66
63
62
SOUTH KLAMATH
WASHBURN WAY
68
65
JOHNS AVENUE
63
63
64
KINGSLEY FIELD

65 decibel level

┈┈ 58-62 dBA

▨ 63-67 dBA

┈┈ 68-72 dBA

━━ 73-77 dBA

* L_{eq} At 50′ From Centerline

0 2000′ 4000′ 1 Mile
Scale
Wilsey & Ham

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Predicted Noise Levels* In 1980

Figure 12

Lead is a pollutant generally associated with motor vehicle emissions. DEQ has adopted a standard of 3 ug/m^3 of lead based on a one-month average concentration. EPA has proposed an ambient air quality standard of 1.5 ug/m^3 as a quarterly average and has implemented a reduction program for lead content in gasoline. It is unlikely that lead violations exist in Klamath Falls, and future reductions in the amount of lead used in fuels will probably offset any increases in traffic volumes in the urban area.

The carbon monoxide, hydrocarbon, and nitrogen oxide emissions generated by motor vehicles in the Klamath Falls area were calculated for 1980 as well as for future years using average daily traffic, vehicle speeds, miles of travel, and vehicle emission factors. The EMCAL 8 computer program was used to calculate the levels of pollutants generated along major roadway links. The TOTLEM 8 computer program was used to determine the tons of pllutants emitted per year. In 1980, 7,124 tons of carbon monoxide, 817 tons of hydrocarbons, and 616 tons of nitrogen oxides are projected to be emitted. A nomograph procedure was used to calculate the maximum hourly carbon monoxide concentration. The maximum hourly CO concentration was calculated to be 15.82 mg/m^3 in 1980; this would be within the hourly standard. Based on the relationship of 8-hour traffic volumes to 1-hour volumes, the 8-hour CO concentration would also be within the 8-hour standard.

NOISE

Noise levels resulting from traffic were calculated using the FHWA Highway Noise Prediction Model. This prediction method takes into account vehicular volumes, truck volumes, speeds, and topography Peak hour and peak truck hour traffic conditions were studied. The peak truck hour condition produced a higher noise level and is thus used as the worst case condition.

Figure 12 shows the predicted 1980 noise levels (L_{eq}) at 50 feet from the centerline of major roadway segments in the Klamath Falls area. Design noise levels have been set for a variety of land uses; if these design noise levels are exceeded, there are adverse noise impacts. The design noise level (L_{eq}) for public areas where special qualities of serenity and quiet are recognized is 57 dBA; for residences, schools, active recreation areas, etc., it is 67 dBA; for businesses, it is 72 dBA. Noise generated from traffic on downtown streets does not exceed the standards for residences or businesses at 50 feet from the road's centerline.

In addition to calculating expected noise levels, four site locations were chosen to take noise measurements. One of these sites was in an area dominated by traffic noise (on Washburn Way between Johns Avenue and Anderson Avenue). This measurement was compared with that predicted by the FHWA prediction model and was found to be in close agreement. The other three sites were selected to get a feeling for ambient noise levels removed from the presence of highway traffic. This information would provide a base for assessing the impact of noise level increases due to the new roadways. One site was west of the river by Klamath Memorial Park Cemetery (near Memorial Drive); another was east of the river at the Midland Highway-Tallow County Road intersection; the third was east of the river just south of the KLAD tower. These sites had noise levels of 43, 52, and 50 respectively. Periodic louder noises occur (particularly on the east side) when the Southern Pacific or Burlington Northern trains go through or planes fly by to or from Kingsley Field. Lumber mills located along the Klamath River also contribute to background noise levels.

V. ALTERNATIVES

DESCRIPTION OF ALTERNATIVES

The proposed Southside Bypass will be located on the southern edge of the Klamath Falls urban area, connecting Highway 97 with Highway 39. Construction of the bypass will be completed in two separate parts: Unit A from Highway 97 east to Washburn Way, and Unit B from Washburn Way east to Highway 39. A truck route is also proposed to connect the bypass with the downtown industrial area.

For Unit A (Highway 97 to Washburn Way), three alternative corridors were evaluated. As mentioned in Chapter II, Alternative 1 was chosen as the preferred route. The alternatives considered are shown on Figure 2 and are:

Alternative 1 - Green Springs:

Alternative 1 will be on entirely new alignment going northwest of the Johns Avenue-Washburn Way interchange to connect with Highway 97 at the Green Springs intersection. A new bridge will be constructed over the Klamath River just south of Lake Ewauna.

Alternative 2 - Johns Avenue Extension:

Alternative 2 would have gone westward from the Johns Avenue-Washburn Way intersection, crossed the Lost River Diversion Channel, and connected to Joe Wright Road. Vehicles would have utilized the existing Highway 97 bridge over the Klamath River; there would have been no change at the Green Springs Interchange.

Alternative 3 - Joe Wright Road:

Alternative 3 would have followed Washburn Way south of Johns Avenue to Joe Wright Road, and then followed Joe Wright Road to Highway 97. Vehicles would have utilized the existing Highway 97 bridge over the Klamath River; there would have been no change at the Green Springs Interchange.

The No-Action Alternative was also evaluated. No-Action as used here means no bypass construction with state or federal funds. East-west traffic would continue to use the existing routes for travel, i.e., the Main Street/Klamath Avenue couplet through downtown Klamath Falls, and South 6th Street to the east. The County plans to replace the existing Joe Wright bridge across the Lost River Diversion Channel. Highway 39 from Malin Junction (South 6th Street) to Henley has recently been resurfaced and improved by the county.

Unit B is being constructed using county funds and will be built regardless of the alternative chosen for Unit A. Johns Avenue will be improved from Washburn Way to Homedale Road, enlarging the previous 60-foot right-of-way to 80 feet; 10 feet were acquired along both sides of the roadway. From Homedale Road, the alignment goes eastward and southeastward to Airway Road to connect to Oregon Highway 39. Existing at-grade crossings (at Avalon Street, Altamont Drive, Summers Lane, and Homedale Road) will be maintained. Access to private property will be maintained along the bypass; there are a significant number of residences and small farms along Johns Avenue. Right-of-way has been acquired for the whole length of Unit B; the part between Homedale Road and Highway 39 has already been constructed.

The truck route is proposed to connect Unit A of the bypass with the downtown industrial area. The truck route would intersect Unit A of the bypass just west of the Southern Pacific tracks. It would then go northward along the east side of the Klamath River, skirt the city shops, and connect with Spring Street.

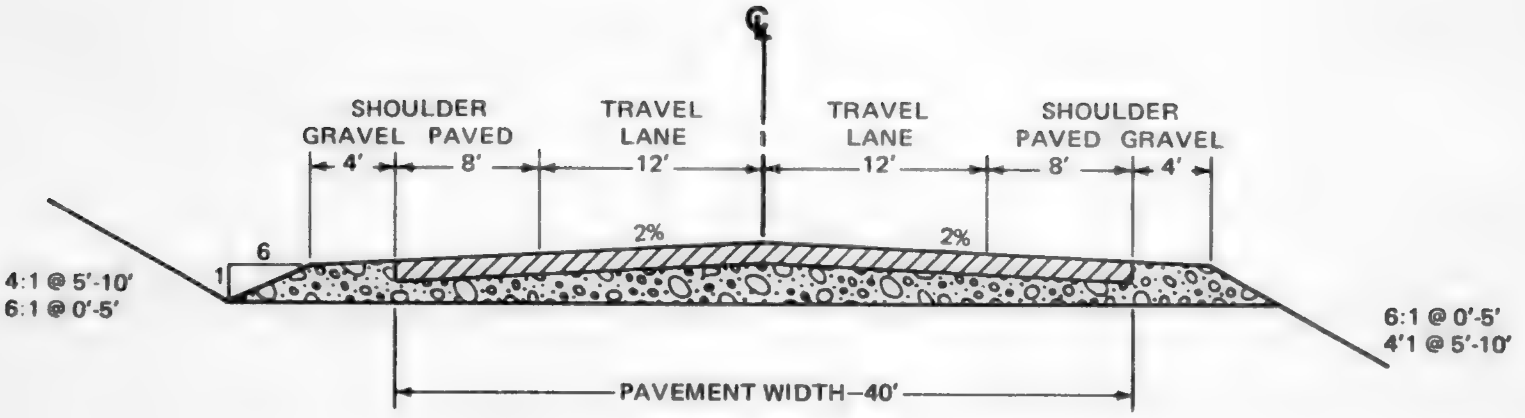
HIGHWAY DESIGN CHARACTERISTICS

The standards governing highway alignment are generally related primarily to the desired traffic capacity and level of service, but must also respect the local terrain. Unit A of the proposed Southside Bypass would be constructed to an overall surface width of 40 feet. Generally, a typical roadway section would include two 12-foot-wide travel lanes with 8-foot paved shoulders. At intersections, an extra turning lane would be constructed and pavement widened to a 48-foot paved section, reducing the paved shoulders to 6 feet each. Figure 13 illustrates these typical roadway sections.

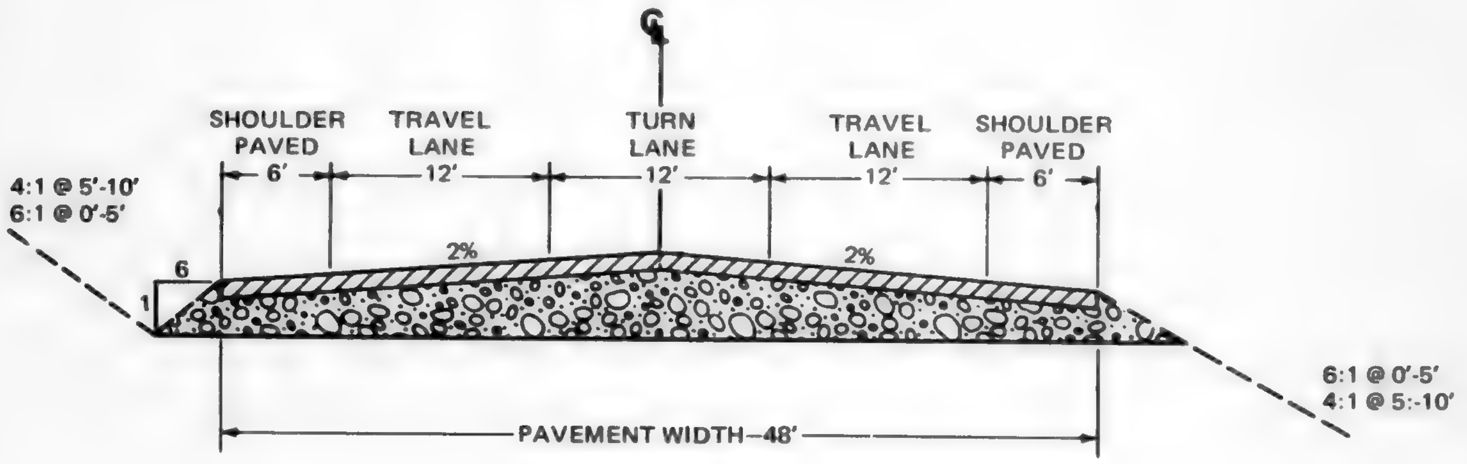
The total right-of-way required for the bypass alignment would vary from 80 to 200 feet depending on the cut or fill required

FIGURE 13

ROADWAY SECTIONS


℄
SHOULDER
GRAVEL
PAVED
4′
8′
TRAVEL LANE
12′
TRAVEL LANE
12′
SHOULDER
PAVED
GRAVEL
8′
4′
2%
2%
6
1
4:1 @ 5′-10′
6:1 @ 0′-5′
6:1 @ 0′-5′
4′1 @ 5′-10′
PAVEMENT WIDTH—40′

BY-PASS SECTION WITH TURN LANE


℄
SHOULDER PAVED
6′
TRAVEL LANE
12′
TURN LANE
12′
TRAVEL LANE
12′
SHOULDER PAVED
6′
4:1 @ 5′-10′
6:1 @ 0′-5′
2%
2%
6
1
6:1 @ 0′-5′
4:1 @ 5:-10′
PAVEMENT WIDTH—48′

for that particular section. Specific highway design standards for the proposed bypass are listed below:

Table 11

Highway Design Standards

Highway Classification	Level of Service "C"
Capacity (A.D.T.)	6,000 to 8,000
Design Speed, mph	55
Width Traveled Way, ft.	2 - 12' lanes
Degree Curvature, max.	4
Stopping Sight Distance, ft.	475
Passing Sight Distance, ft.	2,900
Maximum Grade, %	5
Paved Shoulder Width, ft.	8
Vertical Clearance: railway, ft.	23.5
roadway, ft.	17

Source: Oregon State Highway Division, American Association of State Highway Officials.

River crossings as well as railroad switching yard crossings would require major bridge structures of the deck-girder concrete variety. Since the portion of the Klamath River found within the project is not considered a navigable waterway, bridge height clearances would be determined by standards for railways and roadways. Bridge clearance heights over these facilities would be 23.5 feet and 17 feet, respectively. Crossings at single railway lines would be made at-grade with the appropriate signal and safety equipment precautions. Bridges over major irrigation channels would also be constructed at-grade. Drainage culverts would be installed to accommodate smaller irrigation channels, natural drainage patterns and to provide for roadway and ditch accumulations of surface water. All crossing structures would maintain the 40-foot surface width. Access to existing state and county roads would be maintained, and constructed at-grade. Traffic on the bypass would be given priority, with a left-turning lane provided on the bypass, and where appropriate, on the intersecting roadway. An at-grade intersection with the proposed truck route would be constructed with a left-turning lane on both the bypass and the truck route.

At-grade access to private property would be limited, and allowed only when no alternative means were possible. Short ramps off the bypass and gates would be provided to large agricultural lots which have no other means of access. When an existing roadway is to be widened for the bypass route, existing access to private property would be maintained. Limited private access to existing farm homes would be continued, but no new access points would be provided.

The soil excavated from the roadway cuts should be generally suitable for embankment and subgrade construction. Raw materials needed for construction and paving aggregates are available in several local rock quarries, both public and private.

A number of factors are considered in determining the precise alignment of the bypass alternatives:

Minimize steep gradients
Design a balanced roadbed section (i.e., estimate the total volume of material required for embankment fill)
Utilize natural contours to reduce bridge spans
Avoid splitting existing land parcels into unusable segments
Avoid existing structures

THE SELECTED ALTERNATIVE:

- Alternative 1 - Green Springs

This alignment will intersect Green Springs Drive near the existing overpass, so that traffic would flow freely from the bypass to Green Springs Drive, west of the interchange (see Figure 14 for details of the proposed connection.) The existing alignment of Green Springs Drive east of the interchange would be relocated so that it intersects the bypass at a right angle approximately 550 feet from the interchange. The existing entrance-exit ramp on the east side of the Green Springs Interchange would be lowered to intersect with the new bypass route. It is estimated that approximately 500 feet of the ramp will require regrading to accommodate this proposed grade change. No modifications to the interchange overpass will be required.

Traffic movements at the Green Springs Interchange will remain as they are, except that the bypass route will replace Green Springs Drive as the eastern arm of the crossroads. Access to Highway 97 from the bypass will be from left-turning lanes to the existing circular ramp on the east side of the intersection for northbound traffic, and to the existing entry ramp west of the intersection for southbound traffic. Access to the bypass from Highway 97 will utilize the existing off-ramps for both north and southbound traffic. Currently, southbound traffic on Highway 97 exits via a ramp on the west side of the intersection. Traffic will then make a left turn onto the bypass. Existing northbound traffic exits directly onto the bypass, requiring a right turn off the ramp.

The proposed bypass route will proceed east from the Green Springs Interchange down about a 3 percent grade along the northern edge of Reames Country Club. The alignment will cut through a knoll just west of Memorial Drive to allow for an at-grade crossing of that roadway. The top of the knoll will be removed. This will be the most severe cut required in any of the alternative alignments (requiring about a 30-foot cut at the deepest point).

After crossing Memorial Drive at-grade, the bypass alignment will proceed east down a 1 percent gradient on fill material to the Great Northern Railway right-of-way.

The filled area will intersect the Pacific Power and Light 69 KV transmission line No. 68, requiring the removal and replacement of three single poles. A concrete bridge will span the Great Northern Railway line with a clearance of about 23 feet, and continue across the Klamath River with about 24 feet of clearance between the bridge structure and the high-water line near the eastern bank. (See Figure 15 for details of the river crossing.)

The Klamath River bridge will connect with a knoll directly on the river's east bank, about 200 feet south of the peak. The bypass will then cut into the side of the knoll for a distance of about 450 feet. The alignment at this point intersects the Pacific Power and Light 69 KV transmission line No. 9, and will require its relocation. The access road to the farm buildings immediately south of the proposed bypass will be realigned to intersect the bypass at-grade. After emerging from this small cut, the bypass alignment will follow the southwest side of a hill at-grade, intersect with the proposed truck route (see Figure 16), and continue to the Southern Pacific Railway yard right-of-way. Fill, up to 12 feet, will be required west of the railway for about 150 feet to enable a bridge clearance of 23.5 feet over the railroad tracks. The Pacific Power and Light 230 KV transmission line also crosses here. East of the railway, an overpass of and a new connection to the Midland Highway will be constructed (as shown in Figure 16), requiring the bypass alignment to be on fill material for a distance of about 600 feet.

Beyond the crossing of the Midland Highway, the bypass alignment will turn south, cutting into the base of a hillside. The alignment will then drop down about a 4 percent gradient to the flat area east of the Southern Pacific Modoc Line, following the

FIGURE 14

ALTERNATIVE 1
GREENSPRINGS INTERCHANGE

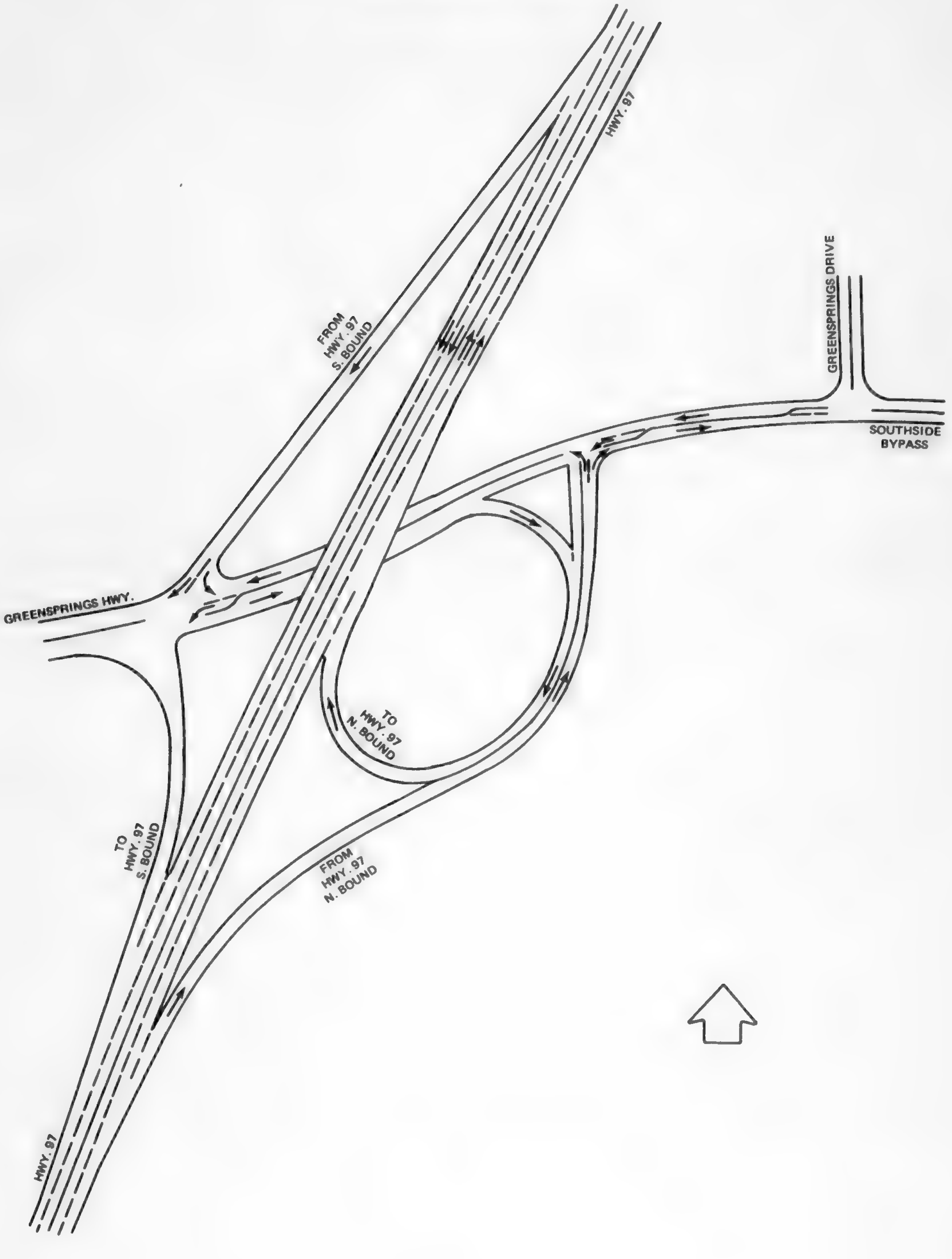
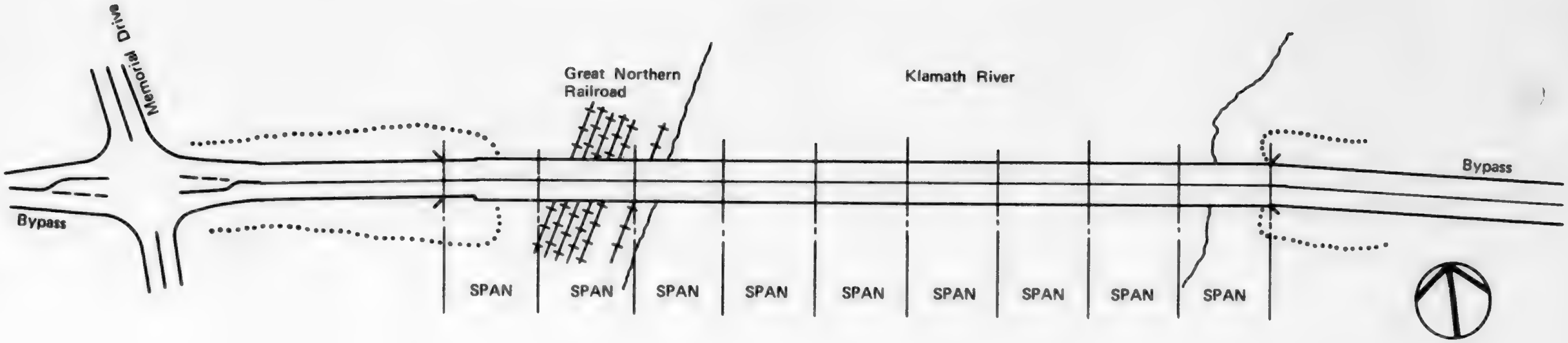
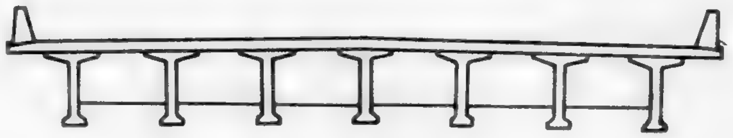

HWY. 97
FROM HWY. 97 S. BOUND
GREENSPRINGS DRIVE
SOUTHSIDE BYPASS
GREENSPRINGS HWY.
TO HWY. 97 N. BOUND
TO HWY. 97 S. BOUND
FROM HWY. 97 N. BOUND
HWY. 97

FIGURE 15

ALTERNATIVE 1 - KLAMATH RIVER BRIDGE


Memorial Drive
Bypass
Great Northern Railroad
Klamath River
Bypass
SPAN
SPAN
SPAN
SPAN
SPAN
SPAN
SPAN
SPAN
SPAN



Section A–A

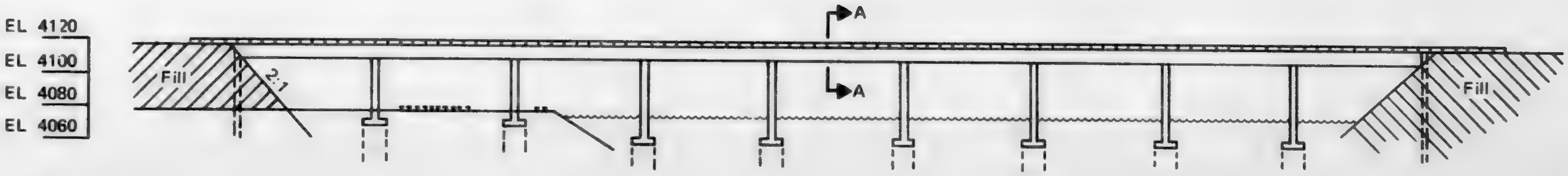
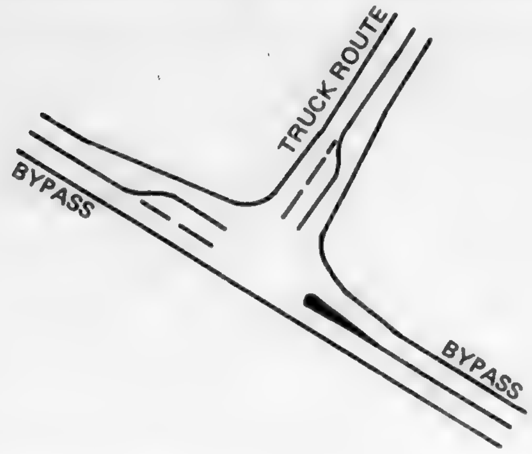
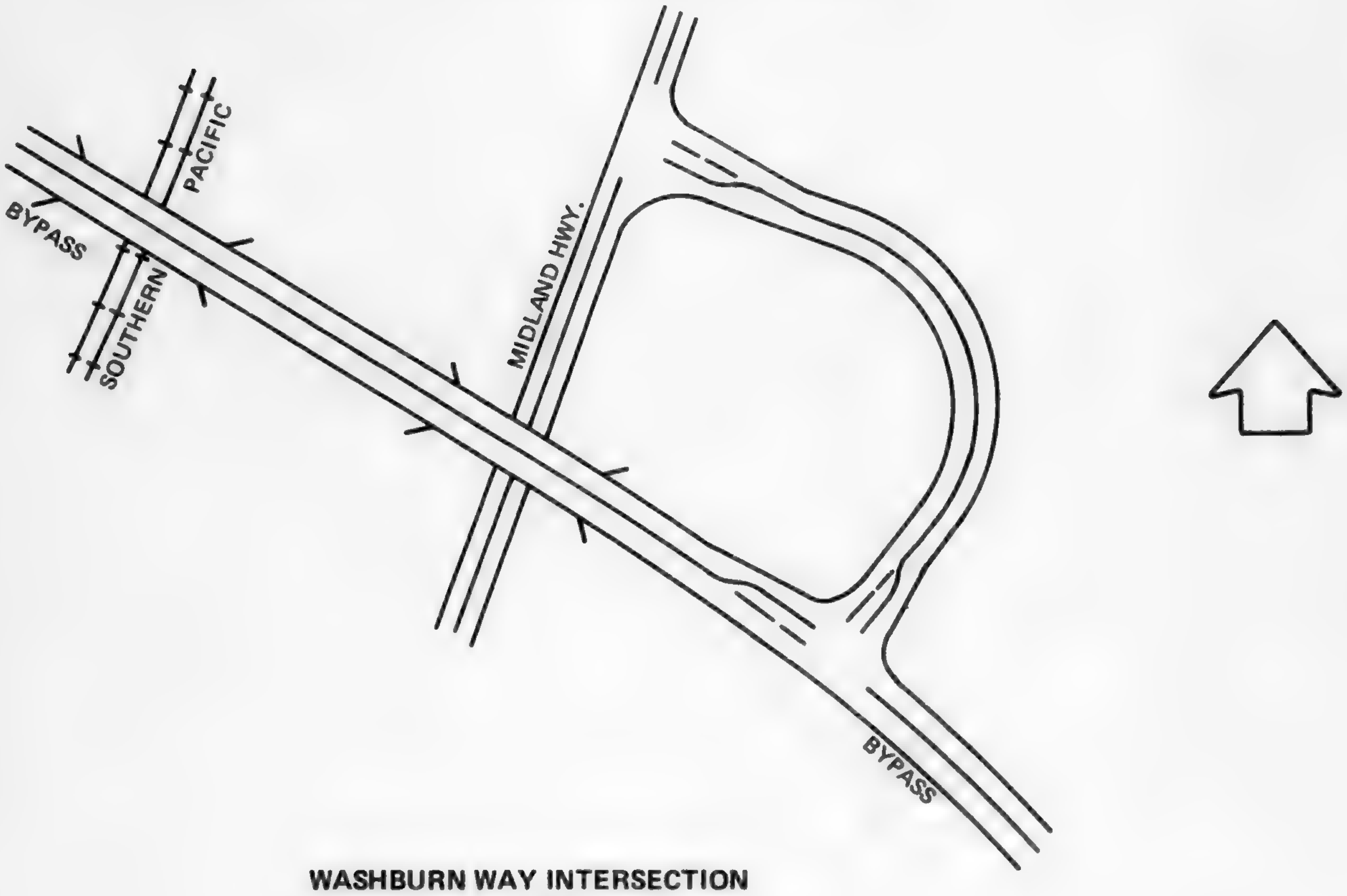

EL 4120
EL 4100
EL 4080
EL 4060
Fill
2:1
A
A
Fill

FIGURE 16

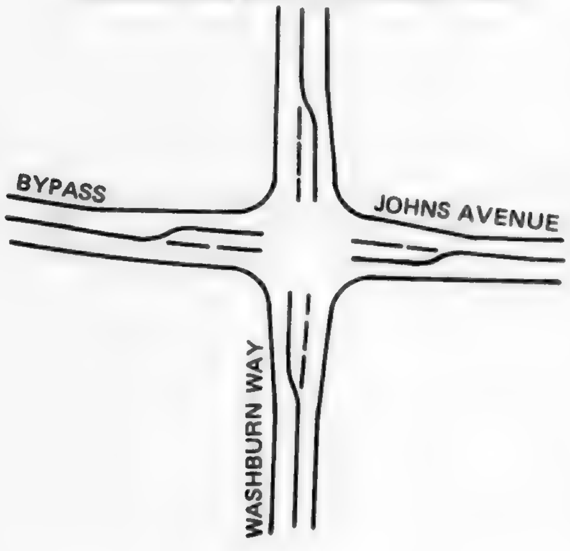
PROPOSED TRUCK ROUTE CONNECTION


TRUCK ROUTE
BYPASS
BYPASS

ALTERNATIVE 1 - MIDLAND HIGHWAY OVERPASS


PACIFIC
SOUTHERN
BYPASS
MIDLAND HWY.
BYPASS

WASHBURN WAY INTERSECTION


BYPASS
JOHNS AVENUE
WASHBURN WAY

existing property boundaries as closely as possible. After meeting the Modoc Line right-of-way, which the proposed bypass will parallel for about 2,500 feet, the alignment will curve eastward to form a 90 degree intersection with Washburn Way (see Figure 16 for details of this intersection).

Alternative 1 crosses several irrigation and drainage ditches, seven of which are located in the flat area between the Southern Pacific Railway tracks and Washburn Way, and two of which are located west of the river. It is anticipated that culvert pipes laid in the ditches would accommodate the expected water flows. Three major bridge structures, including the proposed Klamath River bridge, will be necessary.

The total length of Alternative 1 will be 14,660 feet, all new construction. The length of the Klamath River bridge will be about 1,025 feet; the Southern Pacific Railway bridge will be about 152 feet long; the Midland Highway overpass will be about 160 feet long. The total new right-of-way required by the alignment will be about 65 acres. Two at-grade junctions with roads will be encountered between Highway 97 and Washburn Way.

BUILD ALTERNATIVES STUDIED BUT NOT SELECTED

• Alternative 2 - Johns Avenue Extension

This alternative would have followed Joe Wright Road from its intersection with Highway 97 to a point just beyond the Southern Pacific Main Line tracks . The alignment would have proceeded northeast, crossing the Diversion Channel, the Midland Highway and the Southern Pacific Modoc Line before meeting Washburn Way and Johns Avenue (see Figure 2).

No modifications to Highway 97 at the existing Joe Wright Road intersection would have been necessary. Joe Wright Road, however, would have been widened to three lanes at the intersection, and turning radii increased to allow smoother turning movements onto the bypass from Highway 97.

From the Highway 97 intersection, the alignment and grade would have followed that of Joe Wright Road for about 800 feet. The existing paved surface--two 10-foot lanes with very narrow shoulders--is now slightly elevated above the flat terrain.

The present right-of-way width along Joe Wright Road is 60 feet, and would have been expanded with construction of the bypass to a width varying from 80 to 120 feet, requiring 10 to 30 feet more along both sides of Joe Wright Road. After the 800-foot mark, the bypass would have required fill for about 1,000 feet in order to improve visibility approaching the Southern Pacific Railway tracks. The greatest height of this fill would have been about 6 feet above the existing roadway. The railway tracks would have been crossed at-grade, with the bypass continuing on a low fill for about 200 feet. Here it would have moved northeast from the existing alignment. Joe Wright Road would have been realigned west of this point, to intersect the bypass route at a 90 degree angle.

The alignment would have rested on a low fill, and would have continued overland to a point about 550 feet from where the bypass left Joe Wright Road. There it would have been briefly at the existing grade, then risen again on fill approaching the Diversion Channel. The maximum gradient in this section would have been about 1 percent. A concrete bridge approximately 165 feet in length would have been required to cross the channel at the height of the existing channel embankments. The bypass would have continued on a 4 to 7 foot fill until it crossed an irrigation channel, where it would have turned east to parallel the open channel on about 6' high fill. An at-grade intersection would have been made with the proposed truck route at this point.

The bypass alignment would have continued east past the Midland Highway, where there would have been an at-grade intersection until crossing a small irrigation channel, where it would have again veered northeast. The roadway would then have been constructed on a fill of up to 7 feet in height, as it would cross a depression and another small irrigation channel. A low fill of 2 to 4 feet would have been maintained until the bypass turned east and crossed the Southern Pacific Modoc Line at-grade. It would have continued east, passing over another small irrigation channel, to the intersection of Washburn Way at Johns Avenue.

The total length of Alternative 2 would have been approximately 12,100 feet, 11,300 feet of which would have been newly constructed roadway. Nearly 79,000 cubic yards of fill material would have been required for construction. The bridge over the Diversion Channel would have been about 165 feet long. The total new right-of-way required by the alternative would have been approximately 26.5 acres. Four at-grade junctions with either highways or railways would have been encountered between Highway 97 and Washburn Way.

The existing Klamath River bridge would have served traffic volumes equal to its capacity immediately after opening the bypass route to Highway 97. Although the bridge is now scheduled for replacement, the increase in traffic due to the bypass would cause the structure to reach capacity 10 years earlier than without the bypass. In order for the traffic network to operate efficiently, the existing bridge would have had to be replaced by a wider structure before completing the Southside Bypass.

- Alternative 3 - Joe Wright Road

Alternative 3 would have utilized the existing alignment of Joe Wright Road from Highway 97 east to Washburn Way. The bypass would then have followed Washburn Way north to Johns Avenue (see Figure 2).

No modifications to Highway 97 at the existing Joe Wright Road intersection would have been necessary for this alternative. Joe Wright Road would have been widened at the intersection to provide for a left-turn lane.

From the Highway 97 intersection, the alignment and grade would have followed that of Joe Wright Road. The existing paved surface, two 10-foot lanes with very narrow shoulders, is now slightly elevated above the flat terrain. The bypass would have required fill for about 1,000 feet to improve visibility prior to crossing the Southern Pacific Railway. The greatest height of this fill would have been 6 feet above the existing roadway. At a point about 450 feet from the railway, the bypass would have intersected at-grade with the proposed truck route. The railway tracks would also have been crossed at-grade, with the bypass continuing on a low fill for about 700 feet. No additional fill along Joe Wright Road would have been required.

The right-of-way along the entire length of Joe Wright Road would have been increased from the present width of 60 feet to a width of from 80 to 120 feet to accommodate the 48-foot surface width as well as the necessary fills. Ten feet along either side of the roadway would have been required for widening, except where the alignment would have briefly parlleled the Diversion Channel. At that location, the bypass would have been realigned slightly to the south to avoid encroaching onto the channel embankment. The crossing of the Midland Highway would have been made at-grade. Existing culverts for irrigation ditches would have been improved.

The bridge crossing the Diversion Channel would not have been replaced during bypass construction; the county plans to replace that facility during fiscal year 1979-1980. County plans are to provide a structure that would be compatible with the roadway section envisaged for the bypass.

The existing intersection of Joe Wright Road and Washburn Way would have been modified to provide about a 300-foot turning radius. Washburn Way, from Joe Wright Road to Johns Avenue, would also have been widened to accommodate the 48-foot width and 80-foot right-of-way. The crossing of the Southern Pacific Modoc Line would have been made at-grade.

The total length of Alternative 3 would have been approximately 13,600 feet along existing right-of-way. Approximately 16,000 cubic yards of fill material would have been required for construction. The new right-of-way width required for construction would have been about 8 acres. Five at-grade junctions with either highways or railways would have been encountered between Highway 97 and Washburn Way.

The Klamath River Bridge would have experienced the same problems described for Alternative 2, and would have to have been replaced by a wider structure before completing the Southside Bypass.

THE PROPOSED TRUCK ROUTE

The proposed truck route would intersect the Alternative 1 alignment of the Bypass just west of the Southern Pacific Railroad tracks, requiring a slight amount of cut into the hill there. The route would extend northerly adjacent to the railroad tracks, being constructed on fill to bring the roadway up to the same elevation as the rail lines. Access to the radio station and two houses to the west would be provided. A barn would be displaced.

The truck route would continue north paralleling the railroad lines. This would require the filling of approximately 12 acres of a wetland area along Lake Ewauna. The loss of this wetland area would be mitigated by creation of about 16 acres of wetland on Millers Island in cooperation with the Oregon Department of Fish and Wildlife. (See Appendix A).

There would be three at-grade crossings of railroad tracks, at approximatley 4800, 6000 and 9400 feet from the southern terminus. The first two cross lines that go across the river; the third is a spur line to industries in the downtown area. These crossings would be appropriately signed and signalized.

After crossing the third railroad line, the truck route swings northwest then northeast, skirting the city shops. There it connects with Spring Street, utilizing the underpass of South Sixth Street to provide access to the industrial area.

The total length of the truck route would be approximately 11,000 feet, all on new alignment. Approximately 148,000 cubic yards of fill material would be required for construction. The truck route would be the same width as the Bypass, however, there would be two 22° curves at the northern end of the route, so it would not meet the highway standards in Table 11.

COST ESTIMATES

Capital costs for the construction of the Southside Bypass can be divided into three categories: actual construction costs (for building a new or improved roadway, bridges, culverts, fills, excavations, etc.); land acquisition costs (for purchasing additional right-of-way); and other costs (such as the relocation of existing utilities).

The actual construction cost estimates are based on preliminary design studies conducted for each of the "build" alternatives. Construction cost estimates are based on actual "in-place" expenses, including labor, for 1978. In addition, a 10 percent increase is included on all roadway-related expenses to account for miscellaneous items. An additional 30 percent accounts for contingencies such as engineering and surveying fees.

Cost estimates for land acquisitions are for the purchase of additional rights-of-way not currently in public ownership. Land values per acre were determined for 1978 by consulting with the Klamath County Assessor's Office, and with the Oregon State Highway Department Right-of-Way Acquisition Section (18). Anticipated land values range from $1,500 to $5,000 per acre for Alternative 1, and are about $1,500 per acre for Alternatives 2 and 3.

Other special costs incurred as a result of the construction of a bypass alternative vary according to individual circumstances, and are based on 1978 estimates. Table 14 lists the cost estimates for each alternative for the three categories described above. The selected alternative, Alternative 1, and the Truck Route are estimated to cost $11,338,000 in 1978 dollars.

TABLE 12

Cost Estimates in 1978 Dollars (Thousands)

	Alternative 1 Greensprings	Alternative 2 Johns Ave. Extension*	Alternative 3 Joe Wright Rd.*	Truck Route (to Alternative 1 Alignment)
Actual Construction				
Roadways + 10%	$2,701	$1,800	$2,000	$2,305
Contingency (30%)	1,384	530	400	461
Bridges	4,217	260	400	—
Subtotal	$8,302	$2,530	$2,800	$2,766
Land Acquisition	215	65	20	20
Utility Relocation Transmission Lines	35	--	--	--
Total Capital Cost	$8,552	$2,595	$2,820	$2,786
Highway 97 Bridge Replacement		$3,518	$3,518	

*Alternatives 2 and 3 could require an additional outlay of $340,000 for the overlay of Highway 97 because of increased traffic.

VI. IMPACT OF ALTERNATIVES

In this section, possible environmental impacts associated with each alternative are discussed. Environmental impacts may be categorized as adverse or beneficial, primary or secondary, and short-term or long-term. Any number of combinations of these categories are possible depending on the type of project involved. For each alternative, impacts on the physical and human environments are discussed in terms of these categories, where the categories can be applied. Elements of the physical and human environments are discussed in an order corresponding to the order in Chapters III and IV (Existing Physical Environment and Existing Human Environment).

Most of the terms used to describe environmental impact are self-explanatory. However, for the purpose of this discussion, several need further clarification.

Primary impacts include short-term impacts occurring during construction, and long-term impacts related to construction and operation of the facilities. Examples of primary impacts include disruption to vegetation and wildlife, water quality changes, etc. Most impacts to the physical environment will be Primary unless otherwise noted.

Secondary impacts are essentially those associated with growth and development. Examples of secondary impacts include potential increases in air contaminants, traffic, need for increased public services, and other effects of growth in general. Most impacts to the human environment will be Secondary unless otherwise noted.

In addition to environmental impact, short-term uses and long-term productivity must be discussed, as well as any irreversible and/or irretrievable resource commitments. The proposed alternatives must be analyzed in relationship to their effect on future options, and the availability of future resources. Resource commitment is primarily a discussion of the environmental and monetary resources which would be committed to the project, and thus would not be available for other uses.

Mitigating measures for each alternative must also be considered. Mitigating measures may be technological means to avoid adverse environmental impact, or policy decisions lessening the impact of growth. The key factor in avoiding environmental degradation as a result of land development is local governmental planning and control, and good policy decisions regarding commitments of resources.

IMPACTS OF THE NO-ACTION ALTERNATIVE

PHYSICAL IMPACTS

- Climatology

The No-Action Alternative would have no effect on the existing climatic conditions.

- Topography

The No-Action Alternative would have no impact on the existing topography.

- Geology

The No-Action Alternative would have no impact on existing geologic conditions.

- Soils

The No-Action Alternative would have no direct impact on local soils. Soils currently used for agriculture would be converted to urban uses as part of the expected growth of the area.

- Hydrology, Floodplain, and Drainage

The No-Action Alternative would have no effect on the existing conditions of the local hydrology, floodplain, and drainage system.

- Water Quality

This alternative would have no effect on existing water quality.

- Vegetation

No direct impact on vegetation would be experienced due to this alternative.

- Wildlife

Wildlife in the area would continue to experience conflict with urbanization and local area traffic, including some habitat destruction and wildlife dislocation, as well as periodic animal losses from road crossing and other human activity. The No-Action Alternative would not be expected to modify this condition.

- Environmentally Sensitive Areas

This alternative would have no direct effect on the environmentally sensitive areas in the project area.

HUMAN IMPACTS

- Social Characteristics

The No-Action Alternative would have no effect on the normal growth of population, characteristics of the population, or status of minority groups in the Klamath Falls area.

- Economic Base/Employment

Employment in the Klamath Falls area and the local economy would not be affected by the No-Action Alternative. The gradual growth of job opportunities in the county will continue regardless of the status of this link in the regional transportation system. Commercial areas in downtown Klamath Falls and along South 6th Street will continue to be the focus of retail activities in the area.

- Land Values

The No-Action Alternative would have little effect on the land values and tax base of the Klamath Falls urban area. The conversion of existing agricultural lands to urban uses is expected to continue in the project area as a normal part of local growth. Typically, agricultural lands are now valued at approximately $1,500 per acre, while unimproved industrial areas bring $5,000 per acre. The small concentrations of industrial/commercial development expected at Washburn Way and Highway 39 would have little effect on the local tax base.

- Transportation

The air service, bus service, and rail service in the Klamath Falls area are not expected to be affected by the No-Action Alternative.

Traffic on major highways, as well as on arterial and collector streets of primary importance in the Klamath Falls urban area, would increase over time if the No-Action Alternative were selected. Traffic volume projections for the year 2000 were prepared for these important highway links and are shown in Figure 17. Roadway volumes are indicated as two-way Average Daily Traffic (ADT) unless noted otherwise. Level of service "C" has been selected for the calculation of roadway capacities.

No major changes in the highway system were anticipated for this alternative, with the exception of the completion of Unit B of the Southside Bypass from Washburn Way to Highway 39.

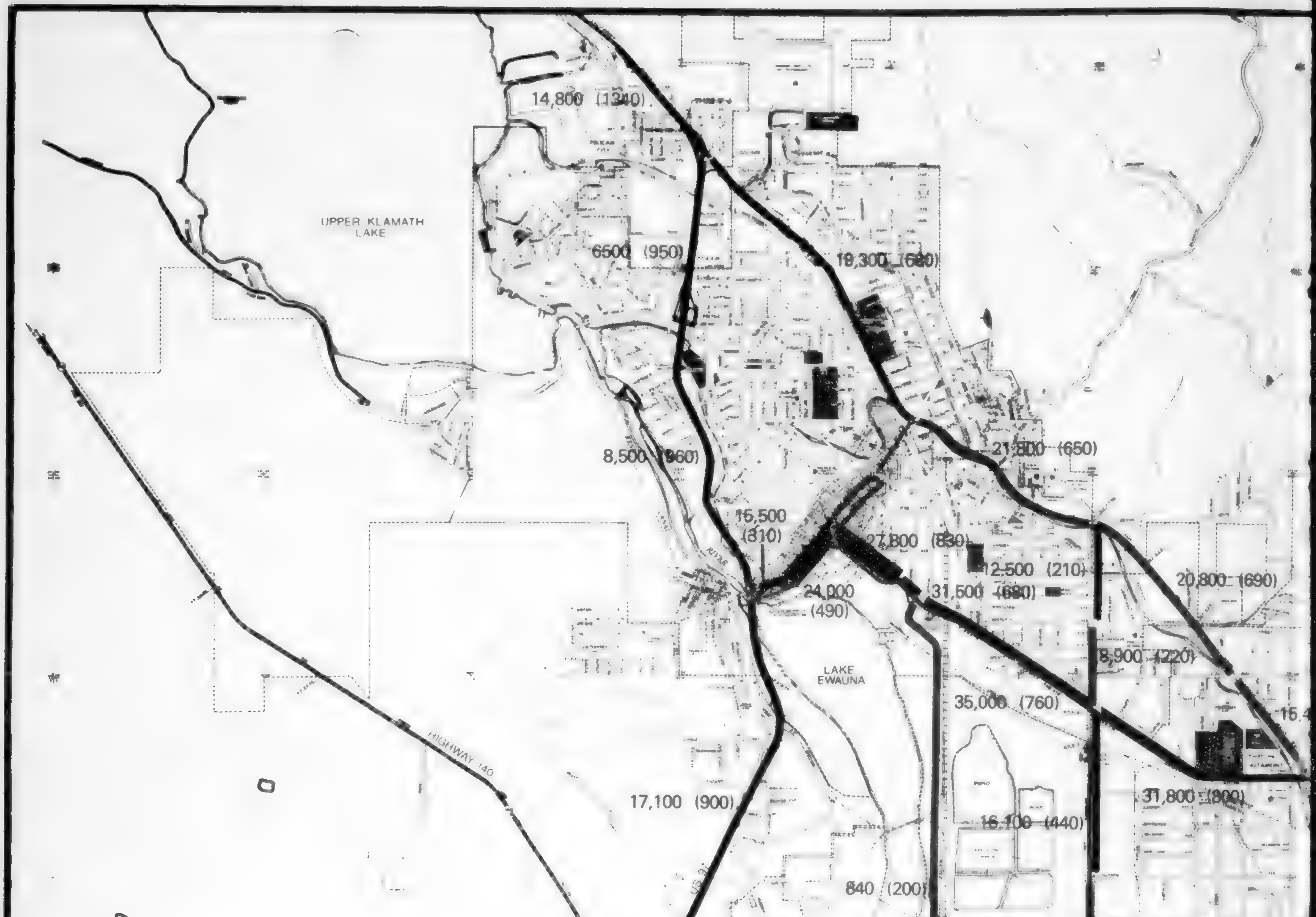
An analysis of the existing network traffic patterns was undertaken by reviewing and updating a 1970 Limited Origin-Destination Study conducted in the city of Klamath Falls by the Oregon Department of Transportation. Additional traffic volumes were recorded in August, 1977, along with a Supplementary Postcard Survey designed to evaluate the characteristics of traffic moving through downtown Klamath Falls. The postcard survey indicated that 85 percent of the westbound trips made by persons with both origin and destination outside the urban area stopped in the city. Similarly, 89 percent of the eastbound trips made a stop in the city before traveling through. Table 13 indicates the purposes for which these intermediate stops were made. Thus, it appears that only 11 to 15 percent of the through-traffic downtown actually passed through the community without stopping. The remainder had a purpose for stopping downtown, or took advantage of facilities and services while traveling through.

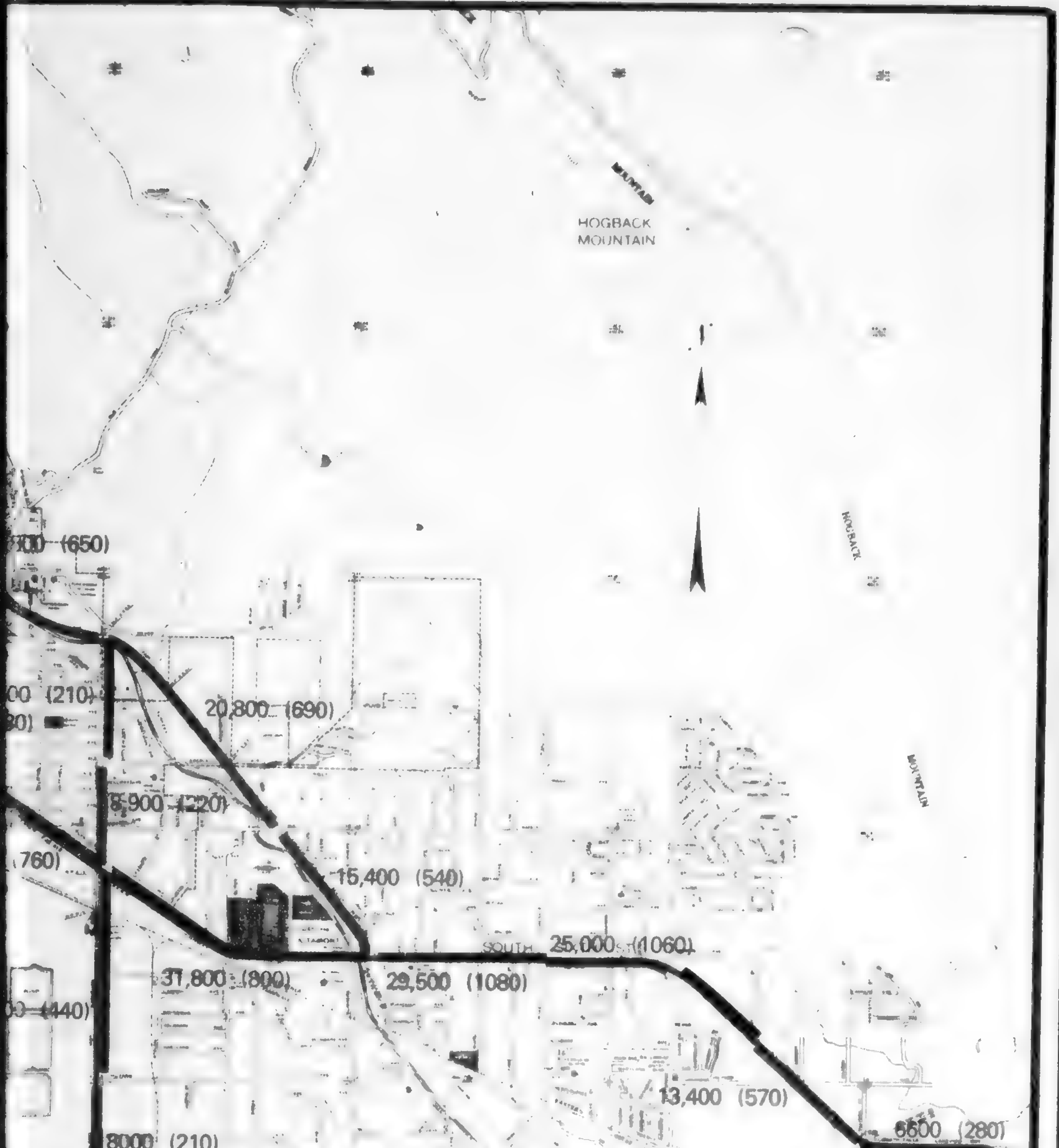
Table 13

Purposes for Intermediate Stops (%)

	External to External Trips		Internal to External Trips
	Westbound	Eastbound	
Food	33%	28%	7%
Fuel	18	12	2
Personal Business	13	21	18
A Work Stop	10	15	44
Shop	10	6	19
Other	16	18	10
TOTAL	100%	100%	100%

Of the total trips through downtown Klamath Falls, only 15 percent are represented by these "through" trips discussed above, with both origin and destination outside the urban area. Thirty-three percent of the total were for trips from the urban area to suburban destinations, while 52 percent were internal to internal, i.e., both origin and destination were inside the urban area. The trip purposes for these internal to external trips are also indicated in Table 13. The majority of these trips were made in connection with working and shopping activities. These results


UPPER KLAMATH LAKE
14,800 (1340)
6500 (950)
19,300 (680)
8,500 (960)
21,800 (650)
15,500 (310)
27,800 (830)
12,500 (210)
24,000 (490)
31,500 (680)
20,800 (690)
8,900 (220)
LAKE EWAUNA
35,000 (760)
15,4
HIGHWAY 140
31,800 (800)
17,100 (900)
16,100 (440)
US 97
840 (200)
8000 (210)
2400 (210)
1950 (170)
10,500 (880)
RIVER
WASHBURN WAY
5200 (195)
1950 (180)
JOHNS
3100 (14
HIGHWAY
9000 (880)
KLAMATH
1080 (90)
4800 (155)
3500 (180)
JOE WRIGHT ROAD
4800 (215)
6600 (880)
MIDLAND
2400 (95)
1890 (75)


MOUNTAIN
HOGBACK MOUNTAIN
HOGBACK
MOUNTAIN
00 (650)
00 (210)
0)
20,800 (690)
8,900 (220)
(760)
15,400 (540)
SOUTH
25,000 (1060)
31,800 (800)
29,500 (1080)
0 (440)
13,400 (570)
8000 (210)
6600 (280)
0 (210)
SOUTH KLAMATH
WAY
(170)
8,300 (600)
5200 (195)
WASHBURN
HIGHWAY 39
JOHNS
3100 (145)
AVENUE
2300 (155)
4800 (155)
(15)
KINGSLEY FIELD

— Roadway Segment

━ Segment Over Capacity in Year 2000 *

6500 Traffic in Year 2000 (Vehicles per Day)

(950) Trucks per Day

* At Level of Service "C"

0 2000' 4000' 1 Mile

Scale

Wilsey & Ham

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

TRAFFIC VOLUMES IN YEAR 2000 WITH NO-ACTION ALTERNATIVE AND ALTERNATIVE 3

Figure 17

Table 14

Network Deficiencies in 2000

Highway Link	Location	Capacity ADT (At level of service "C")	Projected ADT
Washburn Way	Hilyard Ave. to South 6th Street	12,000	16,000
Washburn Way	Eberlein Ave. to Malin Hwy.	12,500	12,500
Main Street	Hwy. 97 to Ewauna St.	12,000	15,500
+Main St. and Klamath Ave. Couplet	Ewauna St. to 6th St.	23,000	24,000
+5th and 6th Street Couplet	Main St. to Broad St.	23,000	27,800
South 6th Street	Broad St. to Spring St.	30,000	31,500
*South 6th Street	Spring St. to Washburn Way	23,500	35,000
*South 6th Street	Washburn Way to Malin Hwy.	22,000	31,800
South 6th Street	Malin Hwy. to Hope St.	20,000	29,500
South 6th Street	Hope St. to Homedale Rd.	26,000	29,500
South 6th Street	Patterson St. to Unity St.	24,000	25,000
Hwy. 97	Bridge over the Klamath River	9,400	10,500

*Was over capacity in 1977.
+Portion was over capacity in 1977.

suggest that the majority of the traffic in the downtown area is local, and is there with a specific purpose. Downtown, along with the South 6th Street area, contains a highly concentrated collection of retail, office, government, commercial service, transportation and industrial activities. The downtown activity center is thus a focus for many vehicle trips from throughout the region.

It is assumed that these network traffic patterns would continue in the future with the No Action Alternative, and that the urban area would experience a relatively steady rate of growth similar to that in the first part of this decade. Table 14 shows the projected network deficiencies in the year 2000.

The percent of the total traffic volume attributable to trucks is expected to continue much the same as it is today. On the westside bypass, trucks would comprise nearly 15 percent of the ADT, with some sections carrying 22 percent trucks during some hours. On the eastside bypass, trucks would comprise between 3.0 and 3.5 percent of the ADT and some sections reaching 6.5 during some hours. As many as 830 trucks per day are expected to use downtown streets in the year 2000, with about 75 during the peak truck hour. See Figure 18 for the number of trucks projected to use each segment in 2000.

- Land Use

Figure 10 illustrates the extent and type of development which may be expected in the Klamath Falls urban area with the No-Action Alternative. Limited industrial and commercial development would be likely at specific intersections outside the future urbanized area. The county is widening and extending Johns Avenue from Washburn Way east to Highway 39 (Unit B). Pressure for development at the intersections of Washburn Way and Johns Avenue, and of Highway 39 and Unit B of the bypass would likely be great. Washburn Way is part of the primary route from downtown Klamath Falls to Kingsley Field (South 6th Street/Washburn Way/Johns Avenue), passing through a major industrial area. Pressure for the types of industrial and commercial development now occurring along Washburn Way north of Laverne Road (low-density distribution of auto and equipment repair facilities, machinery sales, contracting businesses, etc.) would be felt the entire length of Washburn Way to Johns Avenue. Significant development pressures would also occur on Highway 39 because of increasing regional traffic on that route, and the improved access to Kingsley Field made possible by the construction of Unit B. Uses such as gasoline stations, fast-food restaurants and motels may be expected.

If, in the long term, an industry requiring a very large site with good access to regional highway and railway systems were to locate in the Klamath Falls area, a site west of the Klamath River could be chosen, such as a location near Highway 66 and the Klamath River with proximity to the Green Springs Interchange.

The size and configuration of development at these intersections will be determined by the land use policies and zoning developed and enforced by Klamath County and the city of Klamath Falls. Participants in the workshops generally favored limiting this type of development to relatively small concentrations around intersections, and favored controlling and limiting access off the major highways. The history of land use planning and development control in Klamath County suggests that, although land planning controls now exist and are supported by many citizens and local officials, development interests succeed with sufficient pressure. It would appear, therefore, that industrial/commercial development would occur along Washburn Way to and including the intersection of Johns Avenue. Highway commercial facilities would locate on Highway 39 around the intersection of the bypass. Little or no new development would occur along Unit B of the Southside Bypass because of limitations on new access points to the facility.

- Public Facilities and Services

Sewer, water, schools, fire and police protection within the project area would require expansion due to the projected residential and industrial growth in the area. This growth will occur regardless of the status of the Southside Bypass. A regional sewerage facilities plan, addressing the waste water treatment needs of the Klamath Falls urban area, is in final preparation. It is anticipated that the plan will provide treatment capacity to adequately serve the residential and industrial growth expected throughout the project area. Water, schools, fire and police protection already have the capacity, or are planning for expansion, to adequately serve the area as normal growth continues.

- Historic and Archaeologic Sites

Through traffic would continue to use downtown streets; congestion would thus increase in the vicinity of the Baldwin Hotel and Tower Theatre. Because this alternative would not result in any additional road building, there would not be any direct impacts on archaeologic sites.

- Section 4(f) Lands

No publicly-owned parks, recreation areas, or wildlife and waterfowl refuges exist within the project area.

- Landscape Aesthetics

The No Action Alternative would have no direct effect on the existing natural and man-made landscape in the project area. Continued urbanization would convert some lands now used for agriculture, or which are now vacant, to industrial and limited commercial uses, resulting in some change to the visual character of the area.

- Air Quality

The total emissions generated by motor vehicles in the Klamath Falls area were calculated to determine the air quality impacts under each alternative in future years. Emissions were calculated using the average daily traffic, vehicle speed, miles of travel, and vehicle emission factors. The EMCAL 8 computer program was used to calculate the levels of pollutants (hydrocarbons, carbon monoxide, lead, and nitrogen oxides) generated by vehicles along major roadway links. The TOTLEM 8 computer program was used to determine the tons of carbon monoxide, hydrocarbons, and nitrogen oxides emitted per year. Table 15 shows the results under the three build and the No Action alternatives for the years, 1980, 1983, and 2000. A decrease in total emissions of hydrocarbons and carbon monoxide is evident in every alternative but pollutant amounts are higher with the No Action Alternative than with either Alternative 1 or 2. Nitrogen oxide levels would increase slightly under all alternatives but are not expected to exceed standards.

The maximum hourly carbon monoxide concentrations were also calculated under each alternative using a nomograph procedure.* Table 16 shows the results for the years 1980, 1983, and 2000. A decrease is shown between 1983 and 2000 due to decreases in vehicular emissions, but the year 2000 concentration under the No Action Alternative is higher than under Alternatives 1 or 2.

- Noise

Figure 18 shows the projected noise levels in 2000 with the No-Action Alternative. The gradual increase in traffic volumes throughout the Klamath Falls urban area is expected to have little effect on noise levels. In the downtown area, the noise due to increased traffic volumes would be partially offset by the reduction in noise/vehicle due to slower traffic speeds. The difference in noise levels between 1980 and 2000 is projected to be 2 decibels or less. The noise levels downtown in the year 2000 are not projected to exceed the federal design noise levels at 50 feet from the centerline.

*Procedure givin in FHWA Technical Advisory Report T6640.4.

Table 15

Air Pollutant Emissions Summary for All Traffic Facilities in Klamath Falls Area

Alternative	Year	Carbon Monoxide		Hydrocarbons		Nitrogen Oxides	
		Tons/Yr.	Percent*	Tons/Yr.	Percent*	Tons/Yr.	Percent*
No Action	1980	7124	100.0	817	100.0	616	100.0
	1983	6359	89.3	672	82.2	609	98.9
	2000	4959	69.6	423	51.8	668	108.4
Alternative 1	1983	6164	86.5	656	80.3	631	102.4
	2000	4738	66.5	400	48.9	700	113.5
Alternative 2	1983	6271	88.0	662	81.0	601	97.6
	2000	4924	69.1	420	51.4	670	108.7
Alternative 3	1983	6359	89.3	672	82.2	609	98.9
	2000	4959	69.6	423	51.8	668	108.4

*Percent of the No Action Alternative 1980 emissions

Table 16

Maximum Hourly Carbon Monoxide Concentrations

Alternative	Year	CO Concentration (mg/m^3)
No Action	1980	15.82
	1983	13.69
	2000	11.06
Alternative 1	1983	10.71
	2000	8.62
Alternative 2	1983	13.69
	2000	10.81
Alternative 3	1983	13.69
	2000	11.06

- Energy

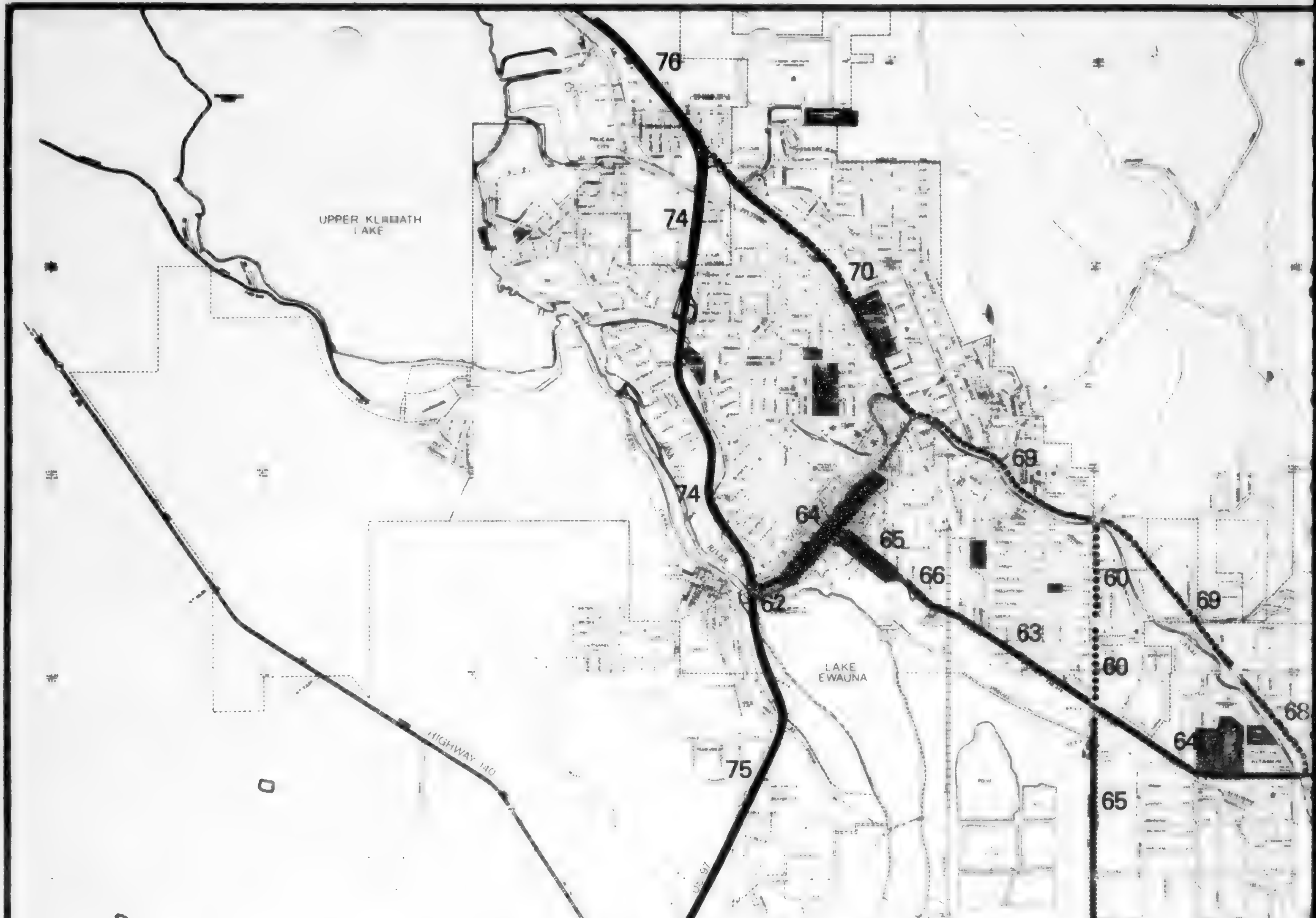
The energy used by traffic in the year 2000 was calculated for major highway links. These calculations were based on the number of cars and trucks projected in 2000, their speeds, their energy efficiencies assuming relatively level grades, roadway segment lengths, and stopping congestion factors. Energy use by traffic on the following road segments was calculated: Highway 97 from Green Springs interchange to Main Street, Main and Klamath Avenue couplet to Sixth Street, Fifth and Sixth Street couplet, South Sixth Street past Homedale Road to Route 39 S., Route 39 from Sixth Street to Johns Avenue extension, and Johns Avenue. These segments are presntly used by through-traffic, some of which could possibly be diverted to a southside bypass. Adding the energy consumption on these segments results in an estimation of the yearly consumption of energy by cars and trucks of 603 billion BTUs* in the year 2000. This is about 4.06 percent more energy (24.5 billion BTUs difference) than would be consumed with Alternative 1. However, the No-Action Alternative would not result in any expenditure of energy in construction of roadway.

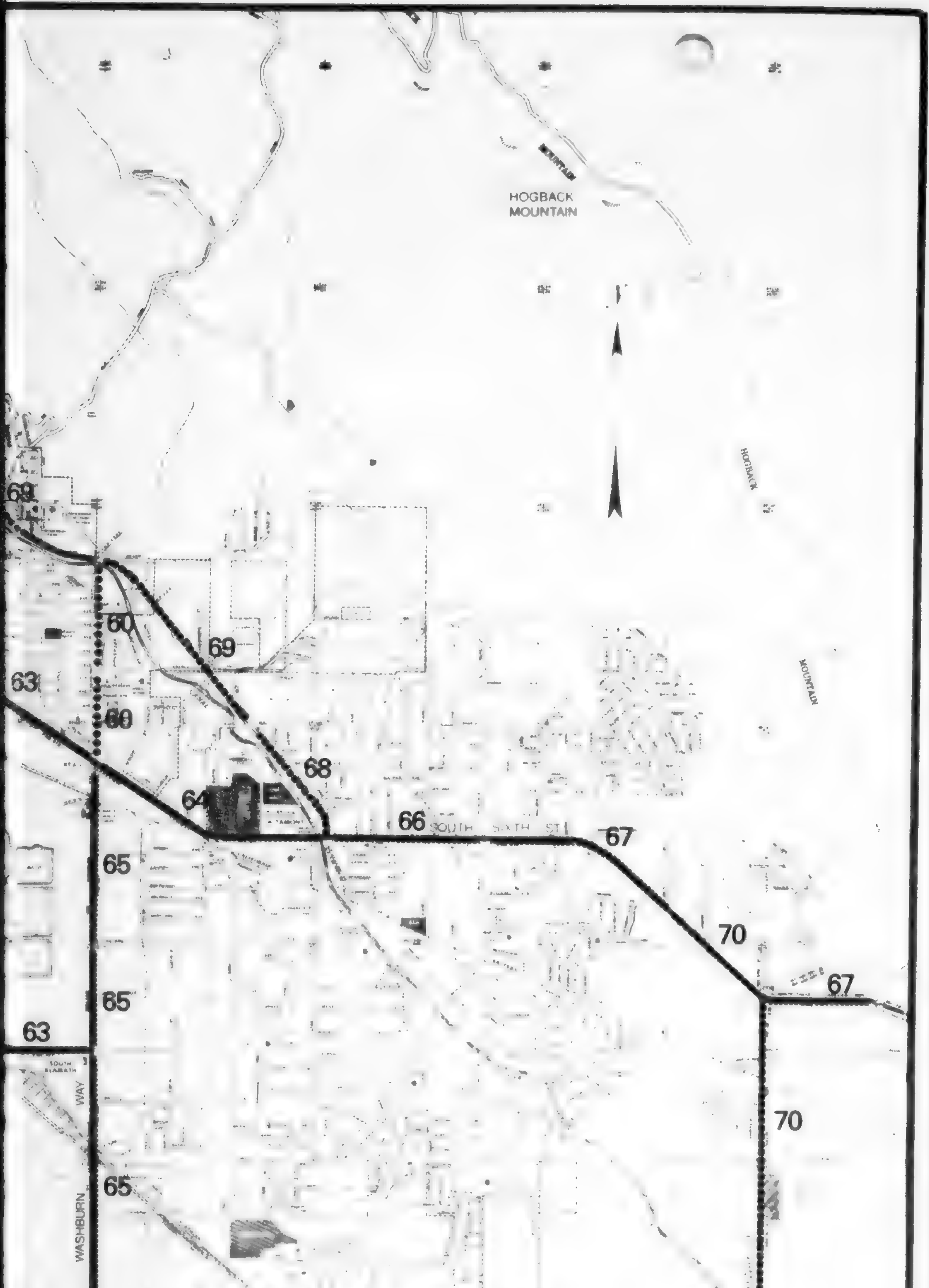
SHORT-TERM RESOURCE USE VERSUS LONG-TERM PRODUCTIVITY

The relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity is often one requiring trade-offs or a balancing of impacts over time. A concern of any major public project is the cumulative and long-term effects of the project on the existing environment and the possibility that future generations may be burdened with the environmental costs of a project designated for shortterm benefits. When considering long-term productivity, it is important to understand that physical and human systems are seldom static, but can usually be viewed as a continuum moving from what they were in the past to what they will be in the future. A significant concept in the evaluation of effects is: what effect does a project have upon those trends? Does the project slow down or speed up the trend, or does it move the trend in another and different direction?

The No-Action Alternative would not alter the trend of increasing traffic and truck congestion in downtown Klamath Falls and South 6th Street, nor would it alter the continuing increase of traffic volumes on local streets within the project area. The overall growth and distribution of future land uses within the

*British Thermal Unit; 1 gallon of gasoline equals about 125,000 BTUs.


76
UPPER KLAMATH LAKE
74
70
69
74
64
65
66
62
60
69
63
60
LAKE EWAUNA
68
64
HIGHWAY 140
75
65
US 97
65
63
63
73
RIVER
65
WASHBURN WAY
64
JOHNS
65
HIGHWAY
73
KLAMATH
65
63
65
JOE WRIGHT ROAD
65
RIVER
MIDLAND
73
63
63


HOGBACK MOUNTAIN
HOGBACK
MOUNTAIN
69
60
69
63
60
68
64
66
SOUTH SIXTH ST
67
65
70
67
65
63
SOUTH ALAMEDA
WAY
70
65
WASHBURN
JOHNS AVENUE
65
64
65
65
KINGSLEY FIELD

65 decibel level

┈┈┈ 58-62 dBA

▨▨▨ 63-67 dBA

┈┈┈ 68-72 dBA

━━━ 73-77 dBA

* L_{eq} At 50′ From Centerline

0 2000′ 4000′ 1 Mile

Scale

Wilsey & Ham

Klamath County, Oregon

Predicted Noise Levels* In 2000 With No-Action Alternate and Alternative 3

Figure 18

Klamath Falls urban area would not be influenced by this alternative. Provision of public facilities within the project area would not be affected by the No-Action Alternative. Few, if any, future options would be eliminated.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

While the No-Action Alternative would have little effect on area transportation problems, planned changes in the use of agricultural lands within the project area would occur. These changes will occur regardless of the alternative chosen, and will constitute an irreversible commitment of agricultural lands to urban use. These agricultural lands, however, are not considered essential to the local agricultural economy.

A second irreversible commitment of resources which will occur regardless of the alternative chosen for the Southside Bypass would be the replacement of the existing Highway 97 bridge over the Klamath River. Replacement is necessitated by the gradual increase in traffic on the regional highway system, causing traffic delays, congestion and safety problems near the structure. Replacement costs would be about $3,500,000 (in 1978 dollars).

MITIGATING MEASURES

Changes in land use within the project area are likely to be included as public policy in Klamath County's comprehensive plan. The character of these future planned industrial, commercial and residential areas depends, to a large extent, on the adopted policies and related standards and performance criteria guiding development in the county, as well as on the ability of county authorities to enforce these adopted policies. If a strong comprehensive plan is adopted and enforced by the county, environmental degradation and excessive loss of agricultural lands can be avoided.

The traffic congestion, air quality, noise and safety problems projected for the central portions of the Klamath Falls urban area may be resolved by a coordinated program of improvements to the transportation system and land use planning.

An addition to the local transportation system, which would help reduce traffic congestion in downtown, would be a public transit system. Such a system, probably composed of buses with regularly scheduled service and reasonable headways, would need to connect residential areas east and southeast of downtown to the downtown center. If land use policies encouraging the intensification of existing residential districts in the Klamath Falls urban area were implemented along with a bus system, it is reasonable to expect that traffic volumes could be reduced to satisfactory levels on critical network elements.

The construction of traffic noise barriers between roadways exceeding Federal design limit noise standards (Highway 97 and the Klamath Falls-Malin Highway) and noise-sensitive land uses could provide substantial relief from the noise impact. To be effective, the noise barriers should be located 20 to 30 feet from the roadway edge, and constructed to a height of 5 feet or more above the roadway surface. Construction material for the barriers should be substantial. To prevent traffic noise from skirting the edge of the noise barrier, the barrier should be continued a distance of 500 feet beyond the area it is expected to protect. Great difficulty and expense would be encountered providing these types of barriers along roadways expected to be in violation of the Federal design limit standards for the No-Action Alternative.

IMPACTS OF UNIT A, ALTERNATIVE 1 - GREEN SPRINGS

PHYSICAL IMPACTS

• Climatology

Alternative 1 will have no measurable impacts on the existing climatology of the area.

• Topography

Alternative 1 would have noticeable effects on three landforms within the project area. The most significant effect would occur between the Klamath River and Green Springs Junction, since the knoll that currently exists just west of the river would be transected by the proposed corridor. The elevation of 4,158 feet would be reduced by as much as 30 feet. The knoll would essentially be leveled to compensate for the roadway.

Excavation of two other knolls would result in topographical changes; one knoll is located east of the river, while the second occurs just east of the Midland Highway. Roadway excavation would cut a maximum of 20 feet into both of those existing slopes. The knoll adjacent to and east of the river would change from an elevation of 4,126 feet to an elevation of 4,106 feet. The corridor would then cut into the south slope of Rattlesnake Hill, due east of the Midland Highway. Approximately 13 feet would be cut out of the south slope for grading purposes. The elevation currently is 4,138 feet at that location; the proposed project would lower that to 4,114 feet. Proper banking is anticipated, and would temper the aesthetic disturbance of the area. No residential developments exist within view of this potential road cut, as the lands to the west, south, and southeast are all agricultural.

Fills would occur in various locations along the length of the corridor. Some fills would be as much as 8 feet in depth. All such fills would result in a general conformity of the overall land mass, eliminating many topographical variations that presently exist within the corridor.

• Geology

Alternative 1 would have no effect on the geology of the Klamath Falls area. The rock types are stable and occur in large groupings. The faults which occur in the western portion of the project area are considered dormant, and are not expected to pose any threat to human activities in the area. Thermal resources could be impacted if the highway project interfered with either the recharge characteristics of the area or potential drilling locations. The recharge capabilities of the geologic units should not be affected since the corridor transects large geologic units. The amount of total ground surface covered from the highway would be insignificant with respect to the overall recharge capabilities of each affected geologic unit. Available thermal drilling locations should not be affected by the Alternative 1 corridor, primarily because most of the recognized "prime areas" for geothermal extraction exist to the north and east of the project area. If the known geothermal area was expanded to within the project area, there would still be adequate land outside the corridor for drilling purposes.

Preliminary engineering estimates approximately 33,000 cubic yards of crushed rock necessary for the subgrade of the highway, and approximately 14,500 tons of concrete and asphalt. State highway officials expect this to cause no appreciable impact on sources of local aggregates and other resources.

- Soils

The Alternative 1 corridor would cut through several different soil types between Green Springs Junction and Washburn Way. The corridor for this alternative passes primarily over three soils series: Dodes (Figure 4, map symbol 298B), Henley (map symbol 185A), and Malin (map symbols 340A and 350A). The Dodes soils have an agricultural classification of IV, and occur just east of the Green Springs Junction. The Henley soils have an agricultural classification of III, and exist just southeast of the Midland Highway. The Malin series exists northwest of the Johns Avenue-Washburn Way intersection, and has an agricultural classification of IV. Most of these soils fall within regulations of State Planning Goals 3 on Agricultural Lands.

The primary impacts of this corridor construction would be in the actual destruction of the topsoil within the corridor, and the fragmentation of large agricultural parcels. Land near the Green Springs intersection and along the Alternative 1 corridor to the Midland Highway, is not currently in agricultural use. However, Alternative 1 will convert approximately 22 acres of existing grazing and farming lands to public right-of-way. The latter impact would have some effect on the feasibility of farming the resulting parcels in the future. Existing land division was a factor in determining the highway alignment; the proposed corridor would remain close to the existing Southern Pacific Railway right-of-way, thus minimizing extensive parceling of existing properties. However, 3 large parcels would be significantly fragmented by the bypass. If no other access is available to agricultural parcels or private residences affected by construction of Alternative 1, special limited-access provisions would be made for existing uses only.

A secondary impact would be the additional loss of agricultural lands due to development attracted to intersections along the bypass corridor (see Figure 38), especially along Washburn Way. With the construction of the truck route and Unit B, there would be increased pressure to develop the lands between the bypass and the city, resulting in more loss of agricultural land. Between 100 and 250 acres of agricultural land could be lost by this development.

Most of the lands along the Alternative 1 route have severe septic tank suitability limitations (see Figure 7). Without municipal services (sewage, water, etc.), development in the area would be severely restricted. However, the SCS ratings are for general purposes, and site-specific drainage field testing could prove that soils in this area could accept some septic effluent discharge. Thus, development could occur on a site-by-site basis, if other limitations were not imposed.

- Hydrology, Floodplain, and Drainage

The Alternative 1 route would have little effect on the existing hydrology of the Klamath River. The approaches to the bridge spanning the river are proposed to be set back substantially from the riverbanks. As many as six piers would be placed in the water for structural support, but their effect on the river hydrology is expected to be extremely localized and minimal. Specific pier designs are not yet available.

The floodplain would not be altered; the width of the floodplain in the area of the crossing is narrow. The piers which would be located within the waterway should not affect flow variations. Upper Klamath River rarely reaches flood stage because of the controls imposed in the upstream areas.

Local drainage would not be affected by the corridor, as no specific natural drainage systems exist along the proposed route, and culverts would be provided where the roadway crossed a drainage or irrigation channel.

- Water Quality

The water quality of Klamath River would experience some impact during construction of the river span. No fill would be necessary along the banks, minimizing water quality impacts. However, six structural support piers would be constructed within the riverbed. These piers would be either concrete or steel pilings. Core drillings would occur prior to final design, to determine specific substrate and bedrock characteristics. The presence of extensive silts and sands would cause temporary turbidity problems during construction, while coarse gravels and rock would cause limited turbidity. The use of steel pilings, which would be driven into the bedrock, would cause turbidity increases during the setting of the piles. If concrete piles, or piers, were constructed, cofferdams would be utilized during the construction process to minimize contact with streamflow. Once plans and methods are finalized, the State Highway Division will determine the necessary construction specifications and mitigative measures to minimize the construction effects on water quality.

If turbidity levels are expected to rise more than 15 JTU's (Jackson Turbidity Units) during construction, the State Department of Environmental Quality must authorize construction by permit. The permit can designate mitigative measures such as construction methods and seasonal restrictions. Water quality of Klamath River in the vicinity of the bridge is typically so poor in the late summer months that construction undertaken at that time would probably have minimal impact on the aquatic system.

Secondary impacts on water quality would result from development of land north of the bypass. Because of the present lack of a sewer system in the area, most development would use on-site disposal. This may contaminate the ground water and the wells in the area.

- Vegetation

The vegetation within the Alternative 1 corridor would be destroyed during the construction process. However, the floral assemblages found in this corridor are limited, and are not considered significant to local wildlife. The most substantial growth of vegetation occurs along the banks of Klamath River and is comprised primarily of brush thickets. Some aquatic plants occur in a narrow band of marsh-like growths in the shallow water of the river. However, the bridge span would clear both floral groups, thus avoiding complete destruction of the plant communities. Primary effects on the plant assemblages would occur during construction, the extent of which cannot now be assessed. Though the communities are presently established, they are not considered irreplaceable.

- Wildlife

Aquatic wildlife in the area occur on a somewhat seasonal basis. Excessive algae blooms in late summer, combined with low streamflows, severely restrict fish populations within the project area. Generally, there is little aquatic wildlife in the area during these time periods. If bridge construction were to occur during the late summer, impacts on the local fish populations would be negligible. Though increased numbers of fish occur during October through June, the populations are still limited due to environmental constraints. Impacts created by Alternative 1 would be limited to the construction period, and would result primarily from short-term increases in turbidity levels.

Terrestrial wildlife, primarily the smaller mammals and various reptiles and amphibians, would experience either some displacement or destruction during construction. However, the corridor does not interfere with any recognized, or significant, wildlife habitat, and any faunal populations encountered would most likely be very small.

Seasonal mosquito production areas are located within close proximity of the alignment, and portions of these areas would be filled by the roadway. The filling of any of these lands is considered a favorable impact by the Klamath Vector Control District, especially because of the close proximity of the Klamath Falls urban area. These insect production areas now require considerable efforts by vector control personnel to minimize local infestations.

The secondary effects of corridor construction would involve intrusion into areas that were previously open and range-like in character. The highway would pose a considerable threat to all transient, or ranging, species that must cross the thoroughfare. Deer, raccoons, jackrabbits and other species would suffer continual losses due to the highway. However, the limited populations of those species found within the project area are not expected to be threatened by the corridor.

The northern bald eagle, the only known endangered species found in the area, is not expected to experience adverse impacts due to the construction of Alternative 1. No known eagle nesting areas exist within the corridor.

- Environmentally Sensitive Areas

The proposed project should have little affect on Lake Ewauna, as the corridor passes to the south of the lake and well above water levels.

Klamath River would experience short-term construction impacts, but mitigative measures could significantly minimize or localize those impacts.

At five locations east of the river, irrigation ditches would be crossed by the bypass, involving 0.3 acre of wetland vegetation. Sections of the ditches would be replaced by culverts where the roadway crosses them. Measures would be taken during construction to prevent excessive siltation of these ditches.

HUMAN IMPACTS

• Social Characteristics

Alternative 1 would have no effect on population growth, characteristics of the population, or status of minority groups in the Klamath Falls urban area.

Four structures would be removed with Alternative 1. A vacant building north of the City Dog Pound on Memorial Drive would be acquired and removed. A trailer located on the Midland Highway would be displaced and the residents would need to be relocated. Adequate housing is available in the Klamath Falls area which is decent, safe, convenient and at appropriate cost. The residents would be eligible for relocation assistance and benefits. A garage and an old service station used for truck repair would also be displaced due to the realignment of Green Springs Drive near the bypass.

Three additional properties on the west side of Midland Highway, south of the bypass crossing, could be impacted. The construction of the overpass would move the roadway easterly to lessen the impact.

• Economic Base/Employment

Transportation costs for major industries would be reduced due to the shorter travel times through the Klamath Falls urban area. This savings would not have a significant effect on employment or industrial expansion activities. As the major wood products companies in Klamath Falls are now operating near capacity, little increase in production would be expected with the completion of Alternative 1.

Alternative 1 would do little to change commercial trends in the urban area. Downtown Klamath Falls and the South 6th Street commercial area would not experience a significant change in traffic volumes; patronage to various establishments would not be greatly altered, if at all. The industrial and commercial establishments which would locate at intersections to the bypass would do so in response to increased through-traffic, and improved access to the airport and industrial areas. These facilities would not directly compete with existing and planned establishments in other areas.

- Land Values

The construction of Alternative 1 would have little effect on the land values and tax base of the Klamath Falls urban area. At specific intersections with the bypass such as Washburn Way, Highway 39, Green Springs Interchange and Altamont Drive, however, land values would increase as a result of commercial and industrial development pressures. Areas not adjacent to these intersections would experience the normal increases in land values. Property assessments would be expected to increase proportionally to the increase in land value.

- Transportation

The completion of Alternative 1 for the Southside Bypass would have little effect on air, bus or rail service in the Klamath Falls urban area. Regional bus service would be improved slightly, as traffic volumes in downtown Klamath Falls would be reduced, easing the traffic congestion which may cause delays to bus operations. Regional access to the airport from the west would be improved.

The analysis of existing network traffic patterns, as discussed for the No-Action Alternative, indicated that most traffic passing through downtown Klamath Falls is local traffic with a specific purpose for being downtown. The traffic volumes for downtown Klamath Falls in 2000 are projected to be between 6 and 23 percent less with Alternative 1 than with the No-Action Alternative. Figure 19 indicates these projected traffic volumes for Alternative 1.

The comparison of projected network traffic volumes for Alternative 1 in 2000 with roadway capacities at level of service "C" indicates that while projected volumes on critical network elements would be reduced slightly by the completion of Alternative 1, capacity deficiencies remain at five of the twelve locations listed in the No-Action Alternative discussion. Figure 19 illustrates the road segments which would be over capacity in 2000 in spite of the addition of Alternative 1 to the highway network.

The volumes of trucks using links of the highway network would be affected by the construction of Alternative 1 of Unit A, Unit B, and the Truck Route. (See Figure 19 for the number of trucks on each section). The number of trucks on downtown streets is expected to be between 6 and 22 percent less with Alternative 1 than with the No-Action Alternative. About 490 trucks are projected to use the Main StreetKlamath Avenue Couplet daily in 2000 if the No-Action Alternative is selected. This compares to 450 trucks projected for the same street if Alternative 1 and the proposed truck route are constructed. About 830 trucks are projected to use the 5th and 6th Street couplet under the No-Action Alternative, compared to 650 with Alternative 1 and the truck route.

Traffic volumes in the project area are expected to decrease, except along the Southside Bypass from Highway 97 to Highway 39, on Highway 97 north of the Green Springs Interchange, and on Midland Highway north of the bypass. The Alternative 1 segment is projected to carry from 6,400 to 8,800 VPD by 2000, with from 4 to 6 percent of that total attributable to trucks. The truck route would carry 1,790 VPD, 340 of which would be trucks, by the year 2000.

- Land Use

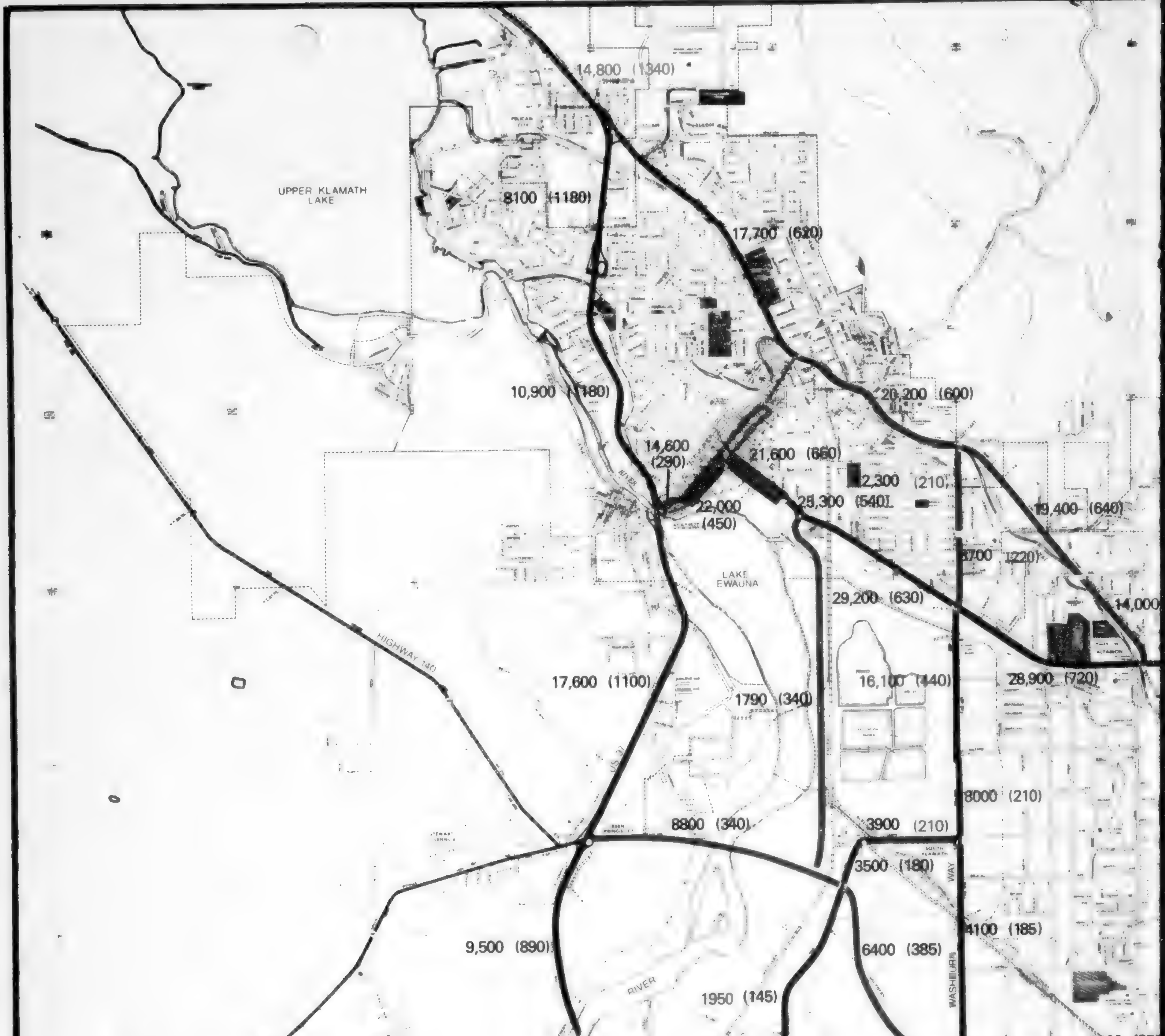
Figure 10 illustrates the extent and type of development which may be expected in the Klamath Falls urban area if the western segment of the Southside Bypass is not constructed; Figure 20 shows the expected development if Alternative 1 of Unit A is constructed along with Unit B and the truck route.

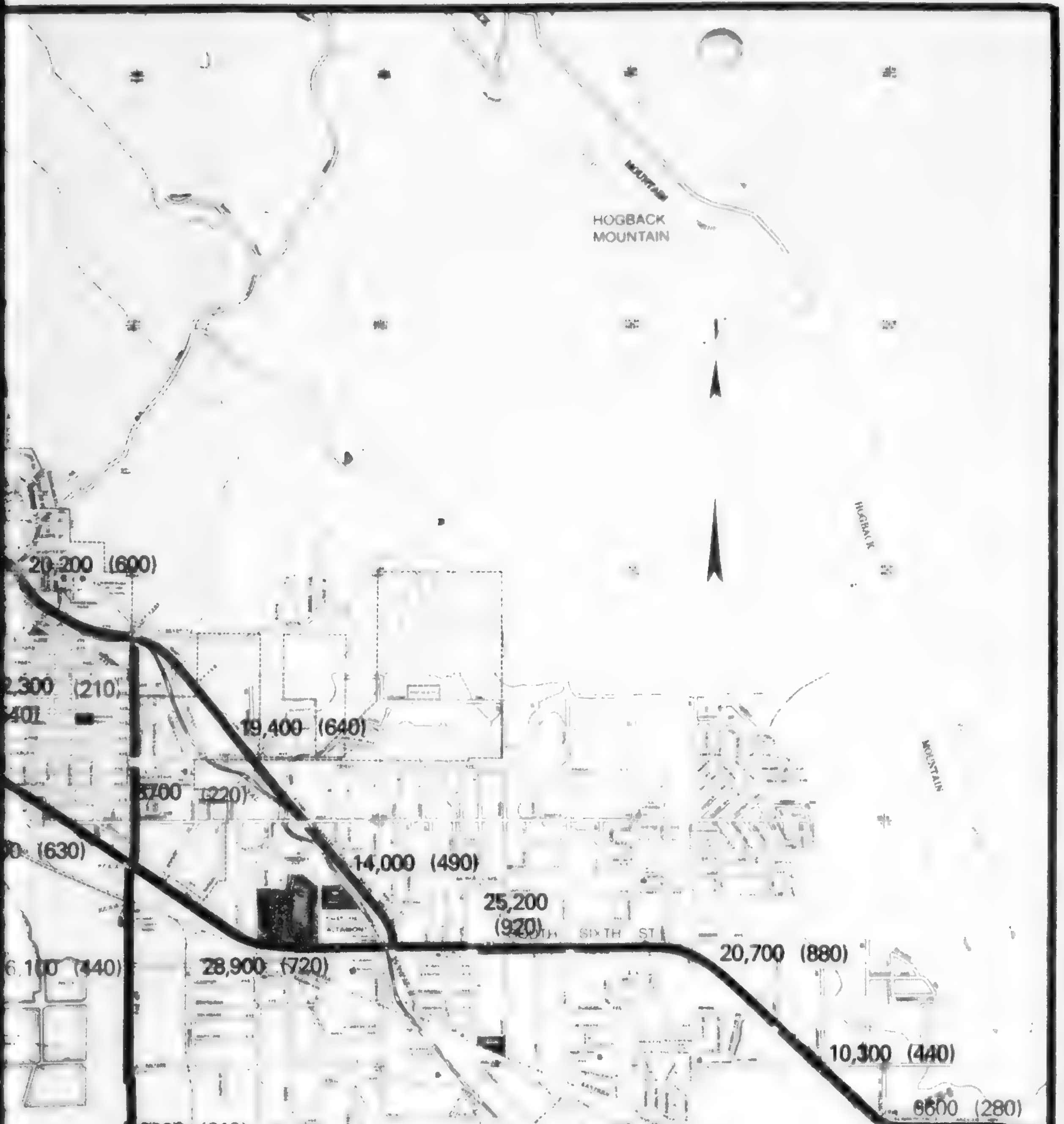
The Alternative 1 right-of-way would serve as a significant barrier to urban growth. Areas surrounding intersections of the bypass would experience concentrated commercial or industrial development, but development would mostly be oriented north of the bypass route. Existing agricultural lands to the south would not experience great pressures for conversion to urban uses. The alternative is not expected to affect the land use pattern throughout the remainder of the Klamath Falls urban area.

Access to the bypass (except at Green Springs Interchange and at Midland Highway) would be restricted to at-grade intersections with existing highways in the project area, as well as with the proposed truck route. Considerable development pressure would occur at selected intersections along these highways due to the improved accessibility to previously undeveloped areas. In addition, an increase in traffic along the bypass route would attract a limited amount of auto-related commercial development.

The intersections which are expected to be the focus for development are Washburn Way, Green Springs intersection, and to a lesser extent, the proposed truck route, the Midland Highway, Altamont Drive and Highway 39 (see Figure 20).

Although far from the urban center, the Green Springs intersection and Green Springs Drive would experience development pressure for auto-related commercial facilities such as gasoline stations, quick-eating establishments and motels. Considerable regional traffic would pass through the intersection in all four


14,800 (1340)
UPPER KLAMATH LAKE
8100 (1180)
17,700 (620)
10,900 (1180)
20,200 (600)
14,600 (290)
21,600 (660)
2,300 (210)
22,000 (450)
25,300 (540)
19,400 (640)
8700 (220)
LAKE EWAUNA
29,200 (630)
14,000
HIGHWAY 140
17,600 (1100)
1790 (340)
16,100 (440)
28,900 (720)
US 97
8000 (210)
8800 (340)
3900 (210)
3500 (180)
WASHBURN WAY
9,500 (890)
6400 (385)
4100 (185)
RIVER
1950 (145)
JOHNS
7400 (358
HIGHWAY
8,000 (890)
KLAMATH
HIGHWAY
1080 (95)
5800 (185)
2500 (130)
JOE WRIGHT ROAD
3800 (170)
5,500 (890)
MIDLAND
2400 (95)
1890 (75)


HOGBACK MOUNTAIN
MOUNTAIN
HOGBACK
MOUNTAIN
20,200 (600)
2,300 (210)
(640)
19,400 (640)
8700 (220)
(630)
14,000 (490)
25,200
(920)
SIXTH ST
6,100 (440)
28,900 (720)
20,700 (880)
10,300 (440)
6600 (280)
8000 (210)
3900 (210)
SOUTH KLAMATH
WAY
500 (180)
4100 (185)
400 (385)
WASHBURN
6100 (440)
JOHNS
7400 (355)
AVENUE
5400 (370)
5800 (185)
(170)
KINGSLEY FIELD

Roadway Segment

Segment Over Capacity in Year 2000 *

6500 Traffic in Year 2000 (vehicles per Day)**

(950) Trucks per Day **

6500 Traffic Volumes Modified by Construction of Alternative 1

(950) Truck Volumes Modified by Construction of Alternative 1

* At Level of Service "C"

** Same As With The No-Action Alternative

0 2000' 4000' 1 Mile

Scale

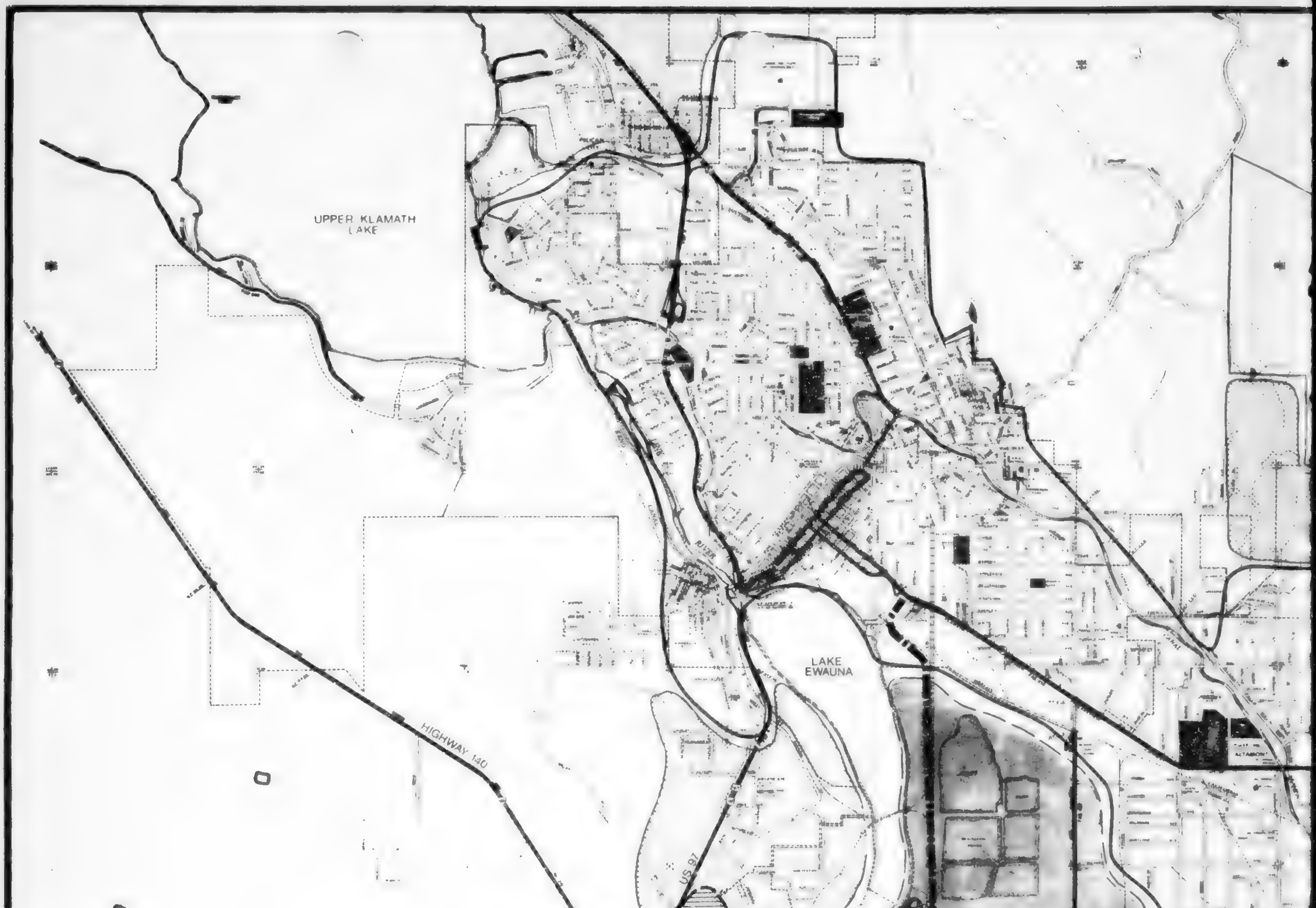
Wilsey & Ham

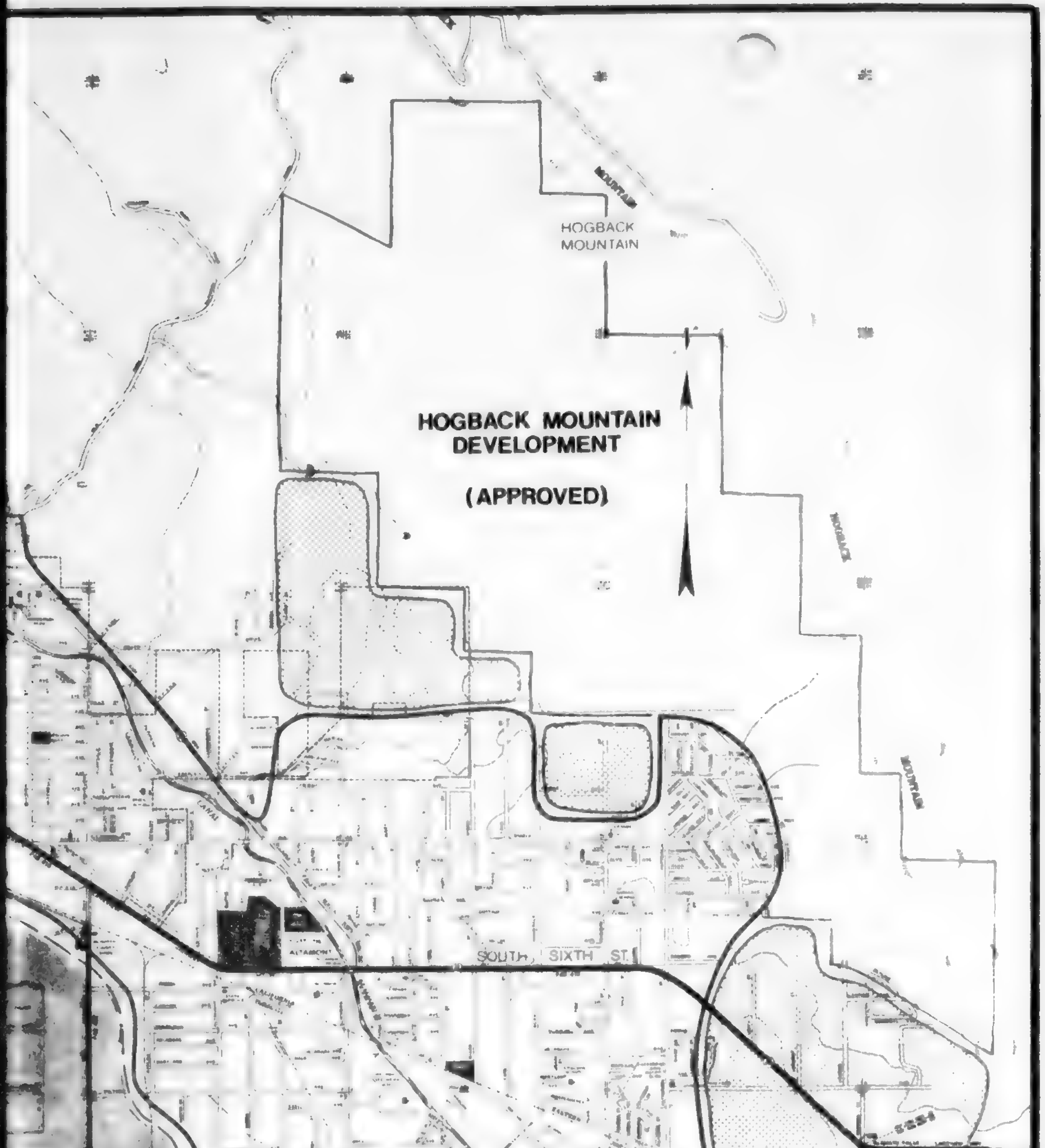
Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

TRAFFIC VOLUMES IN YEAR 2000 WITH ALTERNATIVE 1

Figure 19


UPPER KLAMATH
LAKE
RIVER
LAKE
EWAUNA
HIGHWAY 140
US 97
HIGHWAY 66
RIVER
KLAMATH
RIVER
JOE WRIGHT ROAD
MIDLAND
HIGHWAY
WAY


HOGBACK MOUNTAIN
HOGBACK MOUNTAIN DEVELOPMENT
(APPROVED)
MOUNTAIN
HOGBACK
MOUNTAIN
SOUTH SIXTH ST
WAY
AVENUE
HIGHWAY 39
KINGSLEY FIELD

Legend

- Existing Urban Area
- Future Urban Area
- Future Industrial Area
- ▤ By-Pass Related Development
- ▦ Long Term Development
- By-Pass Route
- Proposed Truck Route

0 2000' 4000' 1 Mile
Scale
Wilsey & Ham

Southside
By-Pass
Environmental
Impact
Statement

Klamath County, Oregon

Future Urbanization Concept with Alternative 1

Figure 20

directions, as well as commuter and truck traffic associated with timber processing operations located nearby. Due to the limited access allowed on the major highways (Highway 97, Highway 66, Highway 140 and the Southside Bypass), development would seek to locate along Green Springs Drive generally east of, and in close proximity to, its intersection with the bypass.

The areas immediately north of the bypass along the proposed truck route and the Midland Highway would experience pressure, in the long term, for conversion from agricultural to industrial use. In the short term, the northern portion of Washburn Way is expected to be the focus for relatively small-scale industrial/commercial operations, with perhaps a small industrial park being developed on lands now associated with the South Suburban Sanitation District treatment ponds. Due to the proximity of this designated industrial area with the bypass, and the increased accessibility provided by the truck route and the Midland Highway, eventual conversion to industrial uses along both these routes would appear likely. In addition, the triangular area north of the bypass between the Klamath River and the proposed truck route would be a likely location for an industry requiring a large site area with access to rail and regional highway facilities.

The Washburn Way/Johns Avenue intersection with Alternative 1 would experience even more pressure for industrial/commercial development than with the No-Action Alternative. A regional highway with easy access to highways in all directions, proximity to Kingsley Field, and good accessibility to downtown Klamath Falls and the industrial area along Washburn Way, make this area a desirable location for airport-related industrial and commercial facilities. The area along both sides of Washburn Way north of the bypass would continue to attract small, low-density industrial/commercial developments. Higher land values along Washburn Way near South 6th Street would encourage development closer to the bypass.

The area to the north of the Altamont Drive-Johns Avenue intersection would, to a lesser extent, also attract airport-related development. Its location on an arterial connecting South 6th Street directly with the airport, as well as its location on the regional highway network, would encourage the development of small industrial/ commercial businesses.

In the long term, if industrial expansion is significant or if airport operations were to greatly increase, the area south of Johns Avenue along the east of Washburn Way would also experience low-density airport-related industrial/commercial development. The pressure for auto-related commercial facilities at Highway 39 and the central segment of the bypass would be slightly greater than experienced with the No-Action Alternative. Increased traffic on the bypass as well as a fast, through connection to state highways to the west would affect the intersection's attraction for commercial development.

As stated in previous discussions, the specific size and configuration of development at intersections will be determined by future land use policies and zoning enforcement. Participants in the workshops generally agreed that development at specific intersections would be inevitable, even useful, if it could be concentrated and have limited access. Due to the apparent strength and past success of local development interest, it is presumed that where great economic potential exists, development will occur. However, access limitations along the bypass coupled with the growing concern and ability of citizens and county officials to control urban development in agricultural areas, will likely cause new development near the Southside Bypass to be concentrated with limited, controlled access from major arterials.

- Public Facilities and Services

No significant impact to the local irrigation system would result from the construction of Alternative 1. All channels crossed by the highway alignment would be continued beneath the roadway in culverts, or relocated slightly as part of the highway construction. As development within the designated industrial area around the South Suburban Sanitary District Ponds occurs, existing irrigation channels in that area would be removed from the system. This would also occur along Washburn Way from Laverne Road to Johns Avenue. Irrigation channels would be relocated with development to ensure system continuity.

Sanitary sewer facilities do not now exist, nor are they planned for all of the intersections on the bypass where pressure for commercial and industrial development would occur. The Green Springs intersection is adjacent to the proposed Westside Sanitary District, and could be served from this proposed system; the city has a line extending to the Green Springs Interchange, and would likely be the servicing entity. Development of sanitary sewer facilities is now under study in the urban area Sewerage Facility Plan. Development expected near the intersections of the proposed truck route, Midland Highway and Highway 39 would not be dense and would likely rely on individual waste water disposal systems. The area along Washburn Way to the bypass, and in the long term, the area east of Washburn Way to the Burlington Northern Railway and Kingsley Field, would require the extension of sanitary sewer services from either the South Suburban Sanitary District, or the City of Klamath Falls' wastewater treatment facility at Kingsley Field.

The Alternative 1 alignment would be adjacent to the northern border of Reames Country Club. Appropriate fencing and landscaping would screen the bypass from the club. Fire and police protection would be increased with the construction of the bypass.

Construction of Alternative 1 would require significant modification to two 69 KV transmission lines. The extension of the bypass from Green Springs intersection to Klamath River would necessitate the removal of one pole from the roadway right-of-way and the construction of two taller tower structures along PP&L Line 68. These structures would allow for required clearance of the power line above the bridge and raised roadway section. Placement of the new tower structures could require a certain amount of down time at the Weyerhaeuser mill, since Line 68 is the major power source for those operations. The mill is served by another transmission line as well, however, that line's capability to serve the total needs of the mill is unknown. The cost for modification of Line 68 would be approximately $20,000.

On the east side of the river, the route of Alternative 1 would also require the removal and realignment of three poles along the existing right-of-way of PP&L Line 9 (see Figure 11), as well as the relocation of a local distribution line. Additional right-of-way would need to be purchased by PP&L in order to site the line, bringing the total relocation cost of the facility to $25,000.

Bypass Alternative 1 would not affect the tower locations or line heights of either PP&L Line 70 or Line 4.

- Historic and Archaeologic Sites

The project area contains no properties of historic or cultural interest. Rerouting of through traffic to the south of the business district would alleviate congestion in the vicinity of the Baldwin Hotel and Tower Theatre. An archaeological reconnaissance survey would be done by personnel from the Museum of Natural History at the University of Oregon for the area to be affected by the project. If archaeological sites were found during the reconnaissance survey, all salvage or other mitigative procedures would be coordinated with the State Historic Preservation Office and the State Archaeologist.

- Section 4(f) Lands

No publicly-owned parks, recreation areas or wildlife and waterfowl refuges exist along the Alternative 1 alignment. Klamath

Memorial Park Cemetery is adjacent to the Alternative 1 alignment. Appropriate fencing and landscaping would be constructed on the cemetery's southern border to screen the bypass.

- Landscape Aesthetics

Alternative 1 would have noticeable effects on three landforms within the project area, as discussed in "Physical Impacts - Topography."

Two major man-made features would be added to the landscape with the construciton of Alternative 1. The 1,025-foot concrete bridge over Klamath River would be approximately 24 feet above the water surface. Figure 16 illustrates the type of structure envisioned for the bridge. The structure would be located at a prominent point on the river where a slight "canyon effect" is created by knolls on both sides. The bridge would be visible from areas along both Lake Ewauna and Klamath River, but would not interfere with established scenic views, nor would be visible from major residential areas. The other new feature would be the bridge over the Southern Pacific Railway and the Midland Highway. This structure would be 23.5 feet above the railway tracks, spanning 152 feet. The elevated road section on fill would make the total raised feature about 700 feet long. This bridge would be visible primarily from the south, as Rattlesnake Hill to the northeast would screen the view of the structure from that direction. The bridge would not interfere with established scenic views, nor would it be visible from major residential areas.

- Air Quality

As shown in Table 15, emissions of carbon monoxide and hydrocarbons are projected to decrease from 1983 to 2000, but nitrogen oxides are projected to increase slightly. Alternative 1 would result in lower carbon monoxide and hydrocarbon emission amounts than the No-Action Alternative or Alternatives 2 or 3, but slightly higher nitrogen oxide emissions. As shown in Table 16, maximum hourly levels of carbon monoxide under Alternative 1 would be lower than under the other alternatives.

The Federal Highway Administration requires that highway projects funded by Federal money must be consistent with the State Clean Air Act Air Quality Implementation Plan (SIP). To be consistent with the Oregon SIP, any alternative for the Southside Bypass must meet the following criteria:

> Projects must not exacerbate any existing violation of air quality standards. This does not mean that new highways or highway modifications cannot be completed

> until air quality standards are attained, only that proposed facilities should not increase pollutant concentrations beyond the levels that already exist.
>
> Projects must not contribute to a violation of air quality standards for a pollutant for which no concentrations in violation of standards have been measured.
>
> Projects must not delay the attainment of air quality standards.
>
> Projects must not interfere with maintenance of air quality standards, once the standards are attained.
>
> Projects must include all appropriate portions of State plans to implement air quality standards, including transportation control measures to reduce vehicle miles traveled. Other transportation control measures (such as mandatory inspection and maintenance of vehicles) to reduce pollutant emissions should be reflected in the estimation of emissions as part of the air quality analysis.

As demonstrated by this analysis, Alternative 1 would be consistent with the first four criteria. At present, the Klamath Falls area does not require transportation control measures since it conforms with the national ambient air quality standards; thus, Alternative 1 also conforms with the fifth criteria. The Department of Environmental Quality has concurred that the project is consistent with the SIP (see letter in Appendix C).

The daily traffic volume on the bypass is projected to be 8,800 in the year 2000, thus, an Indirect Source Construction Permit* would not be required.

Air pollutants originating from highway construction activities include gaseous and particulate emissions from vehicle exhaust and entrained dust from equipment activity on unpaved surfaces. Nitrogen oxides, carbon monoxide, particulates, hydrocarbons, and sulfur dioxide are present in exhaust from diesel-powered equipment. Since the construction season does not usually coincide with the period of highest pollution potential, the meteorological conditions would be more favorable and thus tend to negate the higher emissions. By far the most significant pollutant is fugitive dust. Dust concentrations in the vicinity of roadwork can be quite significant, but from a regional standpoint, only small particles (less than 30um diameter) have an effect on air quality. It is estimated that over an 18-month construction period, about 62 tons of particulate matter in the sub-30um range would be generated, assuming no application of water spray to road surfaces during dry weather. Based on total particulate emission for the region, this would represent less than a one percent increase in TSP. Judicious use of watering trucks during the dry seasons would be used to reduce this level. During the dry construction season, winds are predominantly from the northwest, thereby directing these emissions toward the less populated areas to the southeast. Based on this analysis, road construction would not have a noticeable impact on air quality outside the immediate construction area.

---

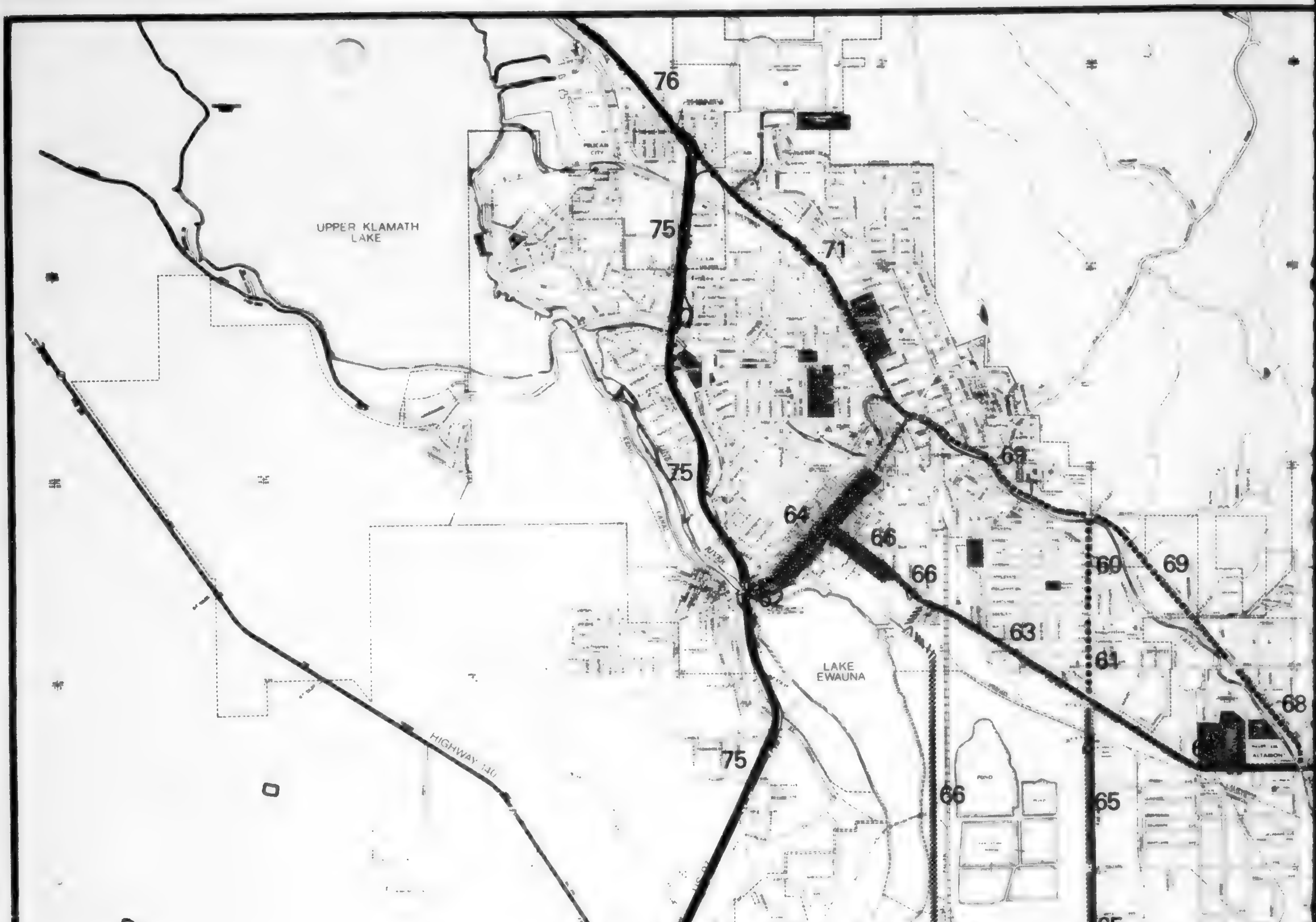
*Required by the Oregon Department of Environmental Quality under OAR, Chapter 340, Section 20-115(2)(c)(B) if traffic volumes on the new highway are anticipated to be 50,000 VPD or more within ten years of construction.

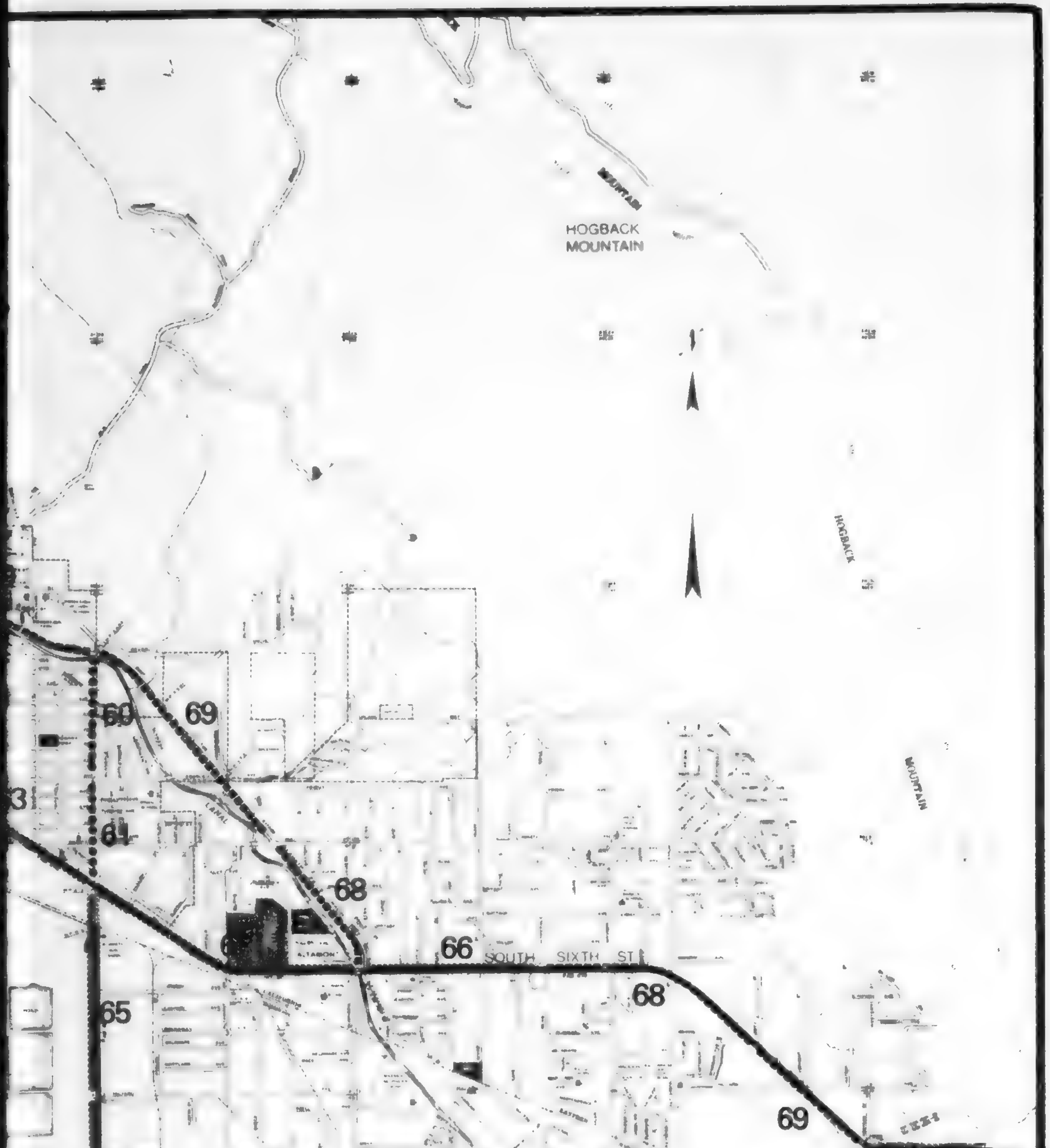
- Noise

Figure 21 shows the predicted year 2000 noise levels at 50 feet from the centerline of major roadway segments in the Klamath Falls area with Alternative 1. The difference in noise levels between 1980 and 2000 with Alternative 1 is projected to be no more than 3 decibels (dBA) except along the new alignment and Johns Avenue, where it would increase 5 decibels. There would be relatively little difference in downtown noise levels among alternatives. The noise levels along the bypass would not exceed the design noise level for businesses (L_{eq}72 dBA). Alternative would not cause noise levels above L_{eq}67 dBA (the design noise level for residences) at any receptors.

Alternative 1 would result in a noise level increase over present levels of 18 dBA at Reams Golf and Country Club and of 13 dBA at Klamath Memorial Park Cemetery. An increase of 10 dBA (a doubling of noise loudness) or more is considered a significant adverse impact.

Mitigation measures were investigated for these two receptors and evaluated for their physical and economic feasibility. Earthen sound barriers will be constructed along the Alternative 1 alignment west of the river within the right-of-way. To be effective, the barriers would need to be high enough to break the line-of-sight between the noise source and the receptor, be long enough to prevent the flanking of noise around the end of the barrier, and be continuous (no breaks or holes). A 0-16 foot high sound barrier on the north side of the bypass would extend west of the cut section in the knoll (west of Memorial


UPPER KLAMATH LAKE
LAKE EWAUNA
HIGHWAY 140
HIGHWAY 66
KLAMATH
RIVER
JOE WRIGHT ROAD
HIGHWAY
MIDLAND
WASHBURN WAY
JOHNS
76
75
71
64
66
62
69
60
63
61
68
65
70
73


HOGBACK MOUNTAIN
HOGBACK
MOUNTAIN
60
69
61
68
66
SOUTH SIXTH ST
68
69
67
65
65
64
WASHBURN WAY
65
70
69
HIGHWAY 39
JOHNS AVENUE
68
68
65
KINGSLEY FIELD

65 decibel level
58-62 dBA
63-67 dBA
68-72 dBA
73-77 dBA
0
2000'
4000'
1 Mile
Scale
Wilsey & Ham

* L_{eq} At 50′ From Centerline

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Predicted Noise Levels* In 2000 With Alternative 1

Figure 21

Drive) for 500 feet. A 0-17 foot high sound barrier on the south side of the bypass would extend west of the knoll for 2,000 feet, going along to the north of the 18th hole of the golf course. The berms are estimated to cost $15,000 and $45,000 respectively and would reduce noise levels 4-9 decibels. The berm locations take advantage of the topography by overlapping with cut sections. Surplus material from the cut sections on the west side of the river could be utilized in construction of the berms.

Areas adjacent to the bypass corridor would be exposed to additional noise levels during construction. The noise levels from various excavating and highway building equipment use are shown in Table 17. The early placement of the earthen berms would help reduce some of the construction noise at the two receptors previously mentioned. Also, construction work would not be allowed within 1,000 feet of any occupied building on Sundays, holidays, or between 10 p.m. and 6 a.m. This would eliminate noise intrusions into the quieter night-time period.

Energy

The energy used by traffic in the year 2000 was calculated for major highway links. These calculations were based on the number of cars and trucks projected in 2000, their speeds, their energy efficiencies based on relatively level grades, roadway segment lengths, and stopping and congestion factors. Energy use was calculated for segments of the Bypass (Units A and B) as well as segments on the route downtown between Route 97 and Route 39. Adding the energy consumption on these segments results in an estimation of the yearly consumption of energy by cars and trucks of 579 billion BTUs* in the year 2000. This is about 24.5 billion BTUs less than that calculated for the No-Action Alternative, resulting in a savings of about 4.06 percent.

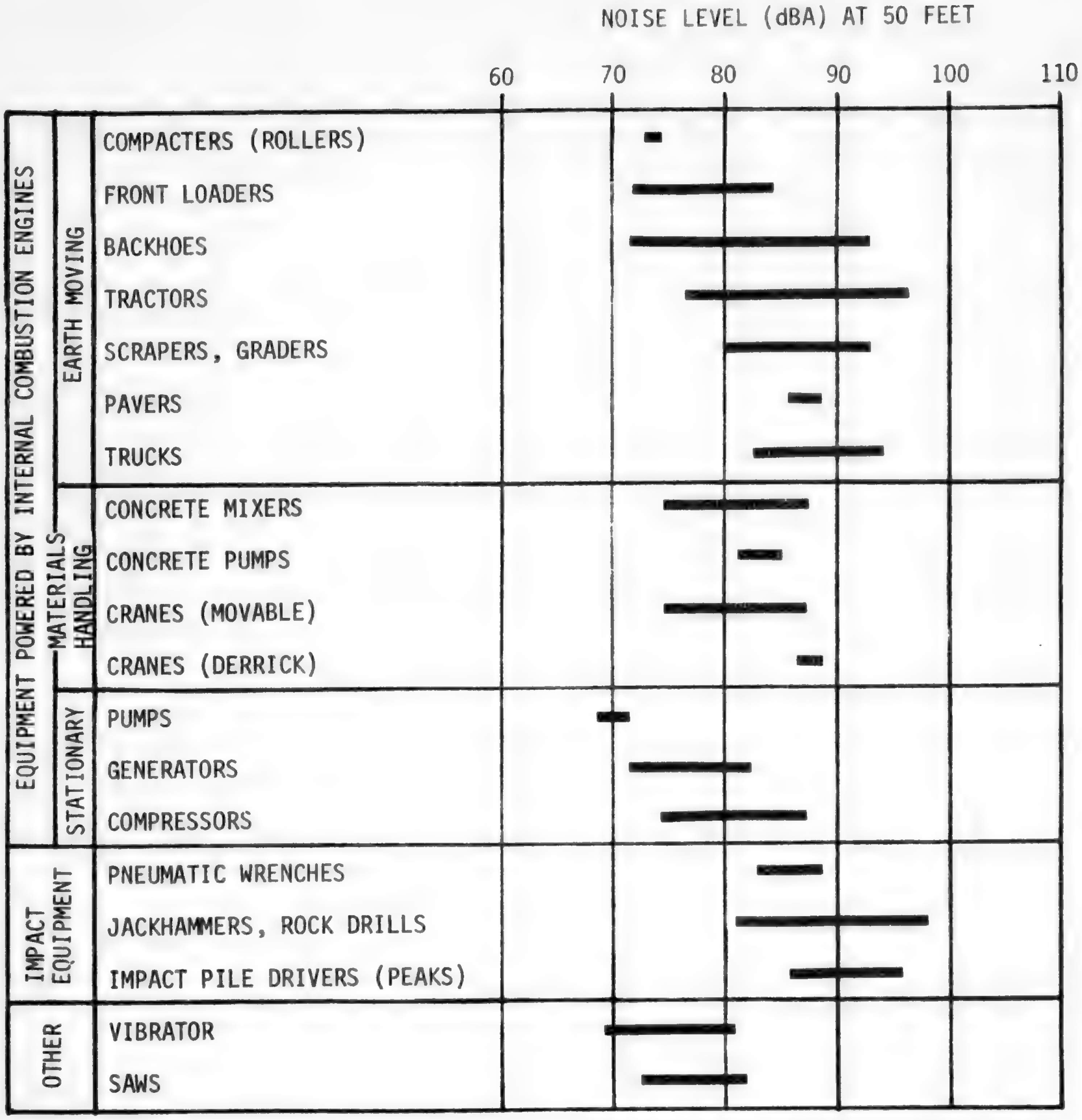
However, energy in fuel and materials would be involved in the construction of the bypass route. Roughly 500 billion BTUs** would be required for the construction of Alternative 1.

*British Thermal Unit; 1 gallon of gasoline equals about 125,000 BTUs.

**Rough calculations were done by the U.S. Dept. of Energy, Region X.

Table 17

Construction Equipment Noise Ranges



SHORT-TERM RESOURCE USE VERSUS LONG-TERM PRODUCTIVITY

As discussed in the same subsection for the No-Action Alternative, a concern of public projects is the cumulative and long-term effects of the project on the existing environment. Trends for physical and human systems must be understood in order to evaluate the possibility that future generations may be burdened with the environmental costs of a project designated for short-term benefits.

If Alternative 1 of the Southside Bypass were constructed, traffic congestion along South 6th Street and downtown Klamath Falls would continue, although not to the extent it would if no bypass were constructed. Truck traffic through downtown would also be reduced if the proposed truck route were constructed along with the bypass. Vehicular and truck traffic would be decreased on many local streets within the project area.

The construction of Alternative 1 and the completion of the proposed truck route would alter planned development patterns immediately north of the bypass, but would not encourage urbanization of agricultural lands to the south. Development pressures at important intersections along the bypass would cause existing agricultural lands to be converted to industrial or commercial uses. Four structures would be acquired for construction of Alternative 1, requiring relocation of the occupants. Large agricultural land parcels would be fragmented by the highway alignment, reducing the usefulness of these lands for agricultural purposes. In addition, approximately 22 acres of agricultural land would be converted to public right-of-way.

Short-term adverse effects on local vegetative communities and wildlife would not continue in the long term, as vegetation and wildlife would reestablish once construction was completed.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

In addition to the planned urbanization of agricultural lands in the project area, the construction of Alternative 1 would require the conversion of farmland to public right-of-way, and would attract industrial and commercial uses to important intersections along the route. Agricultural lands would be lost to urbanization; these lands, however, are not considered essential to the local agricultural economy. The future commitment of public facilities, such as sewer and water services, would be made to these areas.

An irreversible change in the landscape of the project area would occur with the construction of Alternative 1. Three knolls along the corridor would experience extensive cuts, while three new bridges would be constructed in the project area.

Certain mined and manufactured materials such as sand, gravel, steel and cement, which are utilized in the construction of a highway, would be irretrievable. The labor of men and machinery and use of energy would be necessary, as would be the expenditure of about $8,552,000 for project construction. It is estimated that an additional $3,518,000 would be required for the eventual replacement of the existing Highway 97 bridge regardless of the alternative chosen for the Southside Bypass. Alternative 1 would not tax the current capacity of the bridge.

MITIGATING MEASURES

The land use changes discussed earlier for Alternative 1 are subject to public policy as defined in the area's comprehensive plans. The character and local impact of these future industrial and commercial areas attracted to the bypass depend on the adopted policies, standards and performance criteria contained in the plan, as well as on the ability of county authorities to enforce the adopted policies. If a strong comprehensive plan is adopted and enforced by the county, environmental degradation and excessive loss of agricultural lands can be avoided.

During the construction of Alternative 1, access to agricultural lands and private property adjacent to the right-of-way would be maintained when possible. Proper safety measures and control would be exercised at highway and railway crossings to minimize traffic and train delays. Construction areas would be controlled and periodically treated to reduce dust.

The specific alignment and profile was selected to reduce cuts into hillsides and balance the amount of cut and fill. All cut and fill areas would be adequately landscaped to ensure against erosion, and to blend harmoniously into the existing landscape.

Once plans for the new Klamath River bridge are completed, the Oregon State Highway Division will produce construction specifications in cooperation with DEQ and other affected agencies, to ensure that effects on water quality are minimized. These measures will include specified construction techniques and seasonal construction restrictions to minimize the impact on water quality and on the aquatic system. Specific care will be taken to protect the riparian vegetation.

As discussed in the same subsection for the No-Action Alternative, the construction of Alternative 1, along with the proposed truck route, would relieve a minor amount of through-traffic from downtown streets as well as truck traffic. Traffic congestion would, however, continue downtown and along South 6th Street. These problems may be resolved by a comprehensive program of transportation improvements and land use planning. Planned commercial uses constructed at intersections to the bypass could attract both through and local travelers from downtown, thereby reducing traffic congestion. In addition, a bus system, ride-sharing programs, or parking restrictions may reduce traffic volumes on critical network elements.

The construction of traffic noise barriers would provide substantial relief from increases in noise levels that would otherwise be experienced at Klamath Memorial Park Cemetery and Reams Golf and Country Club. Two berms would be constructed, one to the north of the bypass for 500 feet and one to the south of the bypass for 2,000 feet. Further information is contained in the Alternative 1 noise impacts section.

IMPACTS OF UNIT A, ALTERNATIVE 2 - JOHNS AVENUE EXTENSION

PHYSICAL IMPACTS

- Climatology

The Alternative 2 routing of the Southside Bypass would have no impact on existing climatic conditions.

- Topography

Alternative 2 would necessitate slight changes in the landforms within the corridor. Grades would be elevated from two to five feet above the existing land elevation, with a grade approaching twelve feet in height occurring where the roadway would cross the Lost River Diversion Channel. This topographic variation would not be in view of any major residential or commercial areas.

- Geology

Alternative 2 would have no impact on the local geology of the project area. Potential impacts, which are considered improbable, are addressed in this subsection of the Alternative 1 impact evaluation (see page 6-15).

- Soils

The Alternative 2 corridor would cut through several different soil types between Washburn Way and Route 97. These soils include those in the Henley, Zurnan and Malin series. Most of the soils traversed have an agricultural capability rating of III or IV and thus would fall within regulations of State Planning Goal 3 on Agricultural Lands.

The primary impacts of constructing Alternative 2 is the conversion of approximately 26 acres of agricultural land to public right-of-way; this includes land presently used for pasture, hay and grain production as well as land presently unused. A total of 20 parcels would be affected by Alternative 2, most requiring acquisition only along a boundary of the parcel. Three large agricultural parcels, however, would be significantly fragmented (isolating one-third or more of the parcel). Limited access across the bypass would be provided to enable access to the parcels for farm machinery.

A secondary impact would be the additional loss of agricultural lands due to development attracted to intersections along the bypass corridor (see Figure 23). With the construction of Unit

B and the truck route, there would be increased pressure to develop the lands between the bypass and the city, resulting in more loss of agricultural land. Between 130 and 350 acres of agricultural land could be converted by this development.

- Hydrology, Floodplain, and Drainage

Alternative 2 would have minimal effects on hydrology and floodplain of Klamath River. The replacement of the existing Highway 97 river crossing south of Green Springs Junction would require the replacing of existing support piers and approach ramps and would result in short-term construction effects on the river. However, the alteration of existing conditions would not be significant. Culverts beneath the roadway would allow natural drainage to occur, as well as minimize disruption to irrigation in the project area.

- Water Quality

Water quality would be affected during construction of the Lost River Diversion Channel crossing and during the future reconstruction of the existing Highway 97 bridge crossing of the Klamath River. Short-term turbidity created by construction in the Lost River Diversion Channel would not have any detrimental effect on water quality or fisheries, since no significant fisheries exist in the irrigation system. Reconstruction of the bridge would cause an increase in local turbidity levels during pier and bank work, a problem that can be minimized by proper mitigative measures. The type of structure, method of construction, placement, and season of work can minimize the short-term construction impacts.

Secondary impacts on water quality would result from development of land north of the bypass. Because of the present lack of a sewer system in the area, most development would use on-site disposal. This may contaminate the ground water and the wells in the area.

- Vegetation

No significant natural plant communities would be affected by the construction of Alternative 2. Where the alignment leaves the existing roadway east of the Southern Pacific Railroad crossing to the intersection of Washburn Way and Johns Avenue, the corridor would cross through cropland and agricultural-related vegetation. Existing vegetation groups lack proper diversity and stability to support significant or permanent wildlife populations, and depend on human activity for their development and reproduction. Loss of such vegetation within the corridor would not be considered significant.

At the existing Highway 97 crossing of Klamath River, some riparian vegetation may be destroyed during bridge construction. Vegetation affected would be shrubs and some aquatic plants, but no extensive communities would be disturbed. It is expected that any flora lost during construction could reestablish itself within a short time after project completion.

- Wildlife

Wildlife losses would be minimal along the Alternative 2 corridor. No specific wildlife habitats would be affected, except in the existing Highway 97 river crossing area. At that location, a small amount of riparian vegetation would be disrupted during construction, but the limited number of wildlife using the area would probably relocate with relative ease. After construction, when the vegetation reestablishes itself, wildlife would return to the habitat.

Alternative 2 would have negligible, if any, effects on the local area habits of the Northern Bald Eagle.

- Environmentally Sensitive Areas

The replacement of the existing Highway 97 crossing of Klamath River may temporarily affect the river environment. However, mitigative measures, such as timing, construction methods, and design could minimize any potential adverse short-term impacts the project would have on the river.

Alternative 2 would cross six irrigation ditches that contain some wetland vegetation. The Lost River Diversion Channel would be crossed by a bridge at the height of the existing channel embankments. Sections of the other ditches would be replaced by culverts where the roadway crosses them. Measures would be taken during construction to prevent excessive siltation of the ditches.

HUMAN IMPACTS

- Social Characteristics

Alternative 2 would have no effect on population growth in the Klamath Falls urban area, the characteristics of the area's population or the status of minority groups. Two or three homes could be displaced or impacted.

- Economic Base/Employment

Generally, employment and the structure of the local economy would not be affected by the construction of Alternative 2. Downtown Klamath Falls and the South 6th Street commercial area would not experience a significant change in traffic volumes, and thus the present trends in patronage to various establishments would not be greatly altered, if at all. The industrial and commercial establishments which would locate at intersections to the bypass would do so in response to locally increased through-traffic and improved access to the airport and industrial areas, and would not directly compete with existing and planned establishments in other areas of the region.

- Land Values

The construction of Alternative 2 would have little effect on the tax base of the Klamath Falls urban area, but would have an effect on the land values at specific intersections along its route, as well as of lands north of the route. At specific intersections with the bypass, such as Washburn Way, Highway 39, Green Springs Interchange, Altamont Drive and Highway 97, land values would increase as a result of commercial and industrial development pressures.

The area north of the bypass to Rattlesnake Hill, particularly along the proposed truck route and Midland Highway, would experience an increase in land value based on the speculation that these agricultural areas would eventually convert to industrial uses. If assessed valuation followed the speculative market value, taxes in the area would increase. However, it would appear that unless a single new industry requiring a very large site were to locate locally, these lands would not be developed for industrial purposes, as sufficient lands designated and used for industrial purposes already exist. However, the local market forces would speculate on the future conversion of these lands, increasing the speculative land value.

- Transportation

The completion of Alternative 2 for the Southside Bypass would have little effect on air, bus or rail service in the Klamath Falls urban area. Regional bus service would be improved slightly, as traffic volumes in downtown Klamath Falls would be reduced, easing the traffic congestion which may cause delays to bus operations. Regional access to the airport from the west would be improved.

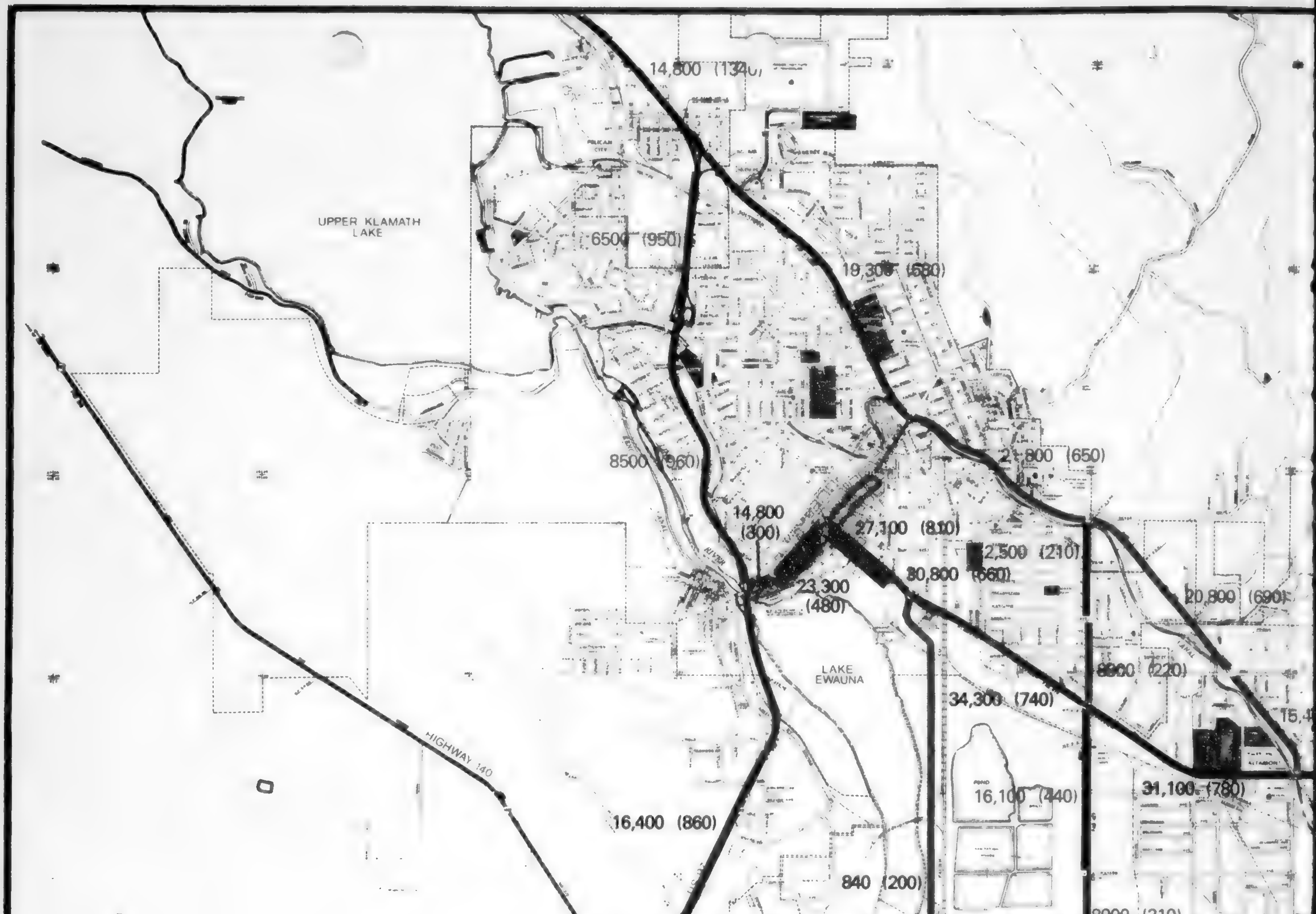
The analysis of existing network traffic patterns, as discussed for the No-Action Alternative, indicated that most traffic passing through downtown Klamath Falls is local traffic with a specific purpose for being downtown. Thus, the traffic volumes for downtown Klamath Falls in 2000 are projected to be between 2.0 and 4.5 percent less with Alternative 2 than with the No-Action Alternative. This reduction is less than that projected for Alternative 1. Figure 22 indicates these projected traffic volumes for Alternative 2.

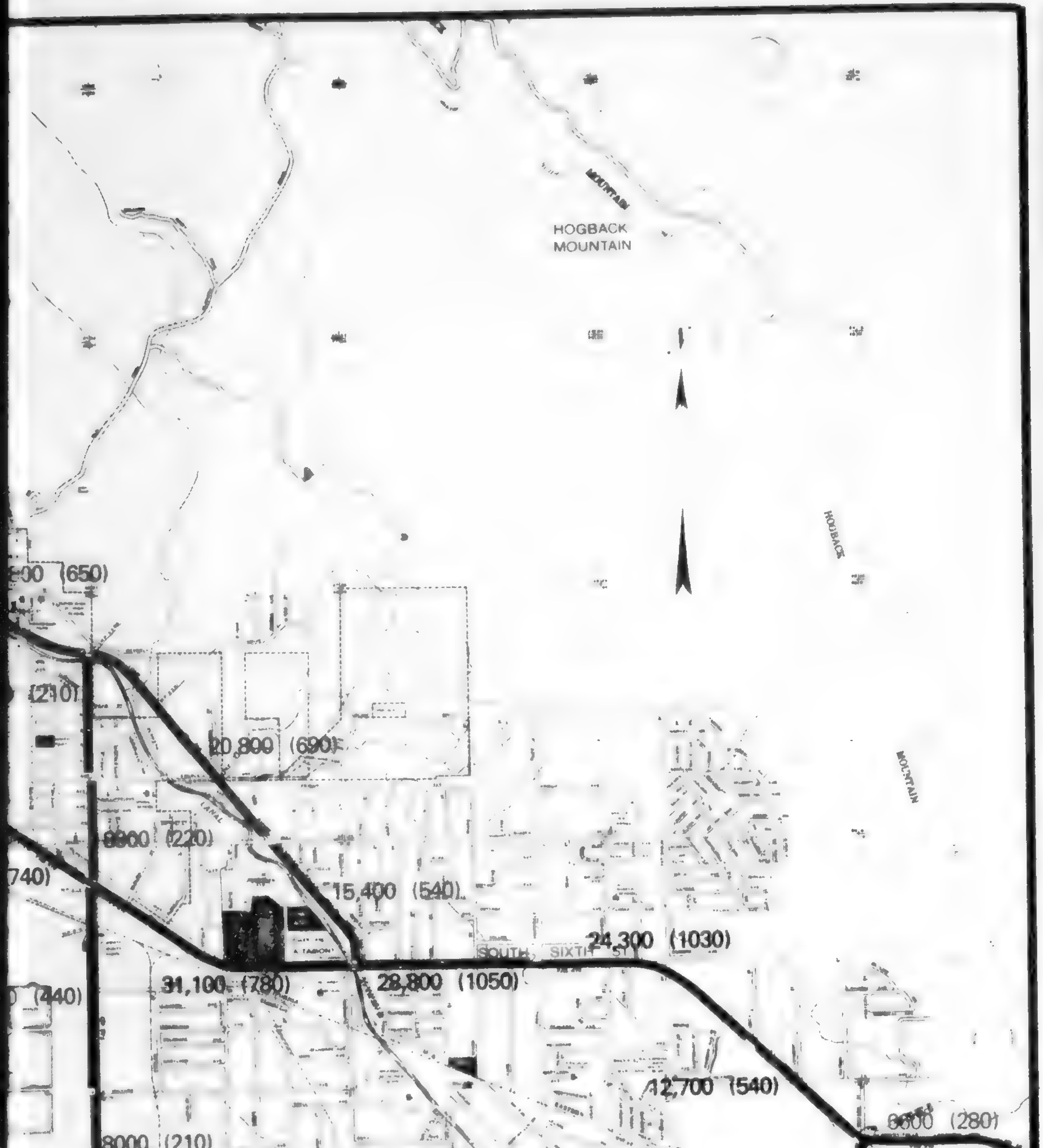
The comparison of projected network traffic volumes for Alternative 2 in 2000, with roadway capacities at level of service "C" indicates that while projected volumes on critical network elements would be reduced slightly by the completion of Alternative 2, deficiencies would remain at eleven of the twelve locations listed in the No-Action Alternative discussion.

Traffic on the existing Highway 97 bridge crossing the Klamath River would exceed capacity in 2000. The bridge is considered narrow by present-day standards and currently experiences congestion during peak traffic hours. The capacity at level of service "C" is about 9,400 VPD, which would be reached before the year 2000 if Alternative 2 were constructed.

Figure 22 illustrates the road segments which would be over capacity in 2000 in spite of the addition of Alternative 2 to the highway network.

The volumes of trucks using links of the highway network would be affected by the construction of Alternative 2 and the proposed truck route, but not to the extent projected for Alternative 1. (See Figure 22 for the number of trucks on each section.) The number of trucks on downtown streets is expected to be between 2 and 3.2 percent less with Alternative 2 than with the No-Action Alternative. About 490 trucks are projected to use the Main Street-Klamath Ave. couplet daily in 2000 if the No-Action Alternative is selected, and 450 trucks with Alternative 1. About 480 trucks are projected for the same street if Alternative 2 and the proposed truck route were constructed. About 310 trucks are projected to use the section of Main Street between Highway 97 and Ewauna Street under the No-Action Alternative, compared to 290 with Alternative 1 and 300 with Alternative 2. The minor reduction in downtown traffic is due to the insignificant reduction in travel times through the urban area afforded by the bypass. The western end of the bypass at Highway 97 is considerably south of Green Springs intersection and the urban area, which would not make the bypass convenient to vehicles from the west.


UPPER KLAMATH LAKE
14,800 (1340)
6500 (950)
19,300 (580)
8500 (960)
21,800 (650)
14,800 (300)
27,100 (810)
12,500 (210)
30,800 (660)
23,300 (480)
20,800 (690)
LAKE EWAUNA
8900 (220)
34,300 (740)
15,4
HIGHWAY 140
31,100 (780)
16,100 (440)
16,400 (860)
840 (200)
3000 (210)
2400 (210)
SOUTH KLAMATH
11,200 (940)
1900 (170)
WAY
5200 (195)
RIVER
1950 (180)
WASHBURN
HIGHWAY 66
2100 (75)
JOHNS
3800 (180
9700 (950)
1600 (60)
HIGHWAY
3300 (105)
KLAMATH
1580 (130)
RIVER
4200 (215)
2600 (135)
3300 (150)
5500 (880)
MIDLAND
2400 (95)
1890 (75)


HOGBACK MOUNTAIN
MOUNTAIN
HOGBACK
MOUNTAIN
00 (650)
(210)
20,800 (690)
8800 (220)
(740)
15,400 (540)
SOUTH SIXTH ST
24,300 (1030)
(440)
31,100 (780)
28,800 (1050)
12,700 (540)
6000 (280)
8000 (210)
(210)
(170)
WASHBURN WAY
5200 (195)
8300 (600)
HIGHWAY 39
(75)
3800 (180)
JOHNS AVENUE
3000 (200)
3300 (105)
(50)
KINGSLEY FIELD

▬	Roadway Segment
—	Segment Over Capacity in Year 2000 *
8100	Traffic in Year 2000 (Vehicles per Day)**
(1180)	Trucks per Day **
8100	Traffic Volumes Modified by Construction of Alternative 2
(1180)	Truck Volumes Modified by Construction of Alternative 2

* At Level of Service "C"

** Same As With The No-Action Alternative

0 2000' 4000' 1 Mile

Scale

Wilsey & Ham

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

TRAFFIC VOLUMES IN YEAR 2000 WITH ALTERNATIVE 2

Figure 22

Traffic volumes along the bypass are expected to be lower than those for Alternative 1. The projected volumes in 2000 would be 4,200 under Alternative 2 compared to 8,800 under Alternative 1 for Unit A, and 3800 compared to 7,400 for Unit B. The number of trucks using the proposed truck route would be 60 percent of the volume projected for Alternative 1. (See Figure 22 for projected traffic volumes and number of trucks for Alternative 2.)

- Land Use

The construction of Alternative 2 from Highway 97 to Washburn Way, and the completion of the proposed truck route, would alter the projected development patterns illustrated in Figure 10. As discussed for Alternative 1, if accessibility to the regional highway network is improved and traffic volumes on the bypass increase, development pressure at specific intersections would occur. Greatest pressure would occur at and along Washburn Way, and to a much lesser extent at Green Springs intersection, Highway 97, Altamont Drive and Highway 39 (see Figure 23).

The Green Springs intersection area would attract a limited amount of auto-related commercial development, but not to the extent anticipated if Alternative 1 were constructed. Increased traffic at the interchange area, particularly along Highway 97 south of the junction would likely prompt some commercial investment. Green Springs Drive would likely be the focus for most of this development because of the lack of access restrictions along the route. Commercial development would be less concentrated than for Alternative 1.

The junction of Highway 97 and the Southside Bypass (Joe Wright Road) would experience limited development presures similar to Green Springs Interchange. A gasoline station, small restaurant or motel may find the area desirable due to increasing regional traffic and immediate accessibility north, south or east.

The Washburn Way/Johns Avenue intersection would experience more pressure for industrial/commercial development under Alternative 2 than under the No-Action Alternative, with approximately the same intensity and distribution of uses as would occur under Alternative 1. The location of the intersection on a regional highway at a crossroads with a major link to downtown Klamath Falls and industrial areas to the north, and its proximity to Kingsley Field contribute to its attraction for investment.

The Altamont Drive and Highway 39 intersections would experience development pressures similar to those discussed for Alternative 1. Scattered airport-related industrial/commercial business would locate north of the bypass along Altamont Drive and along parts of Washburn Way. Auto-related commercial uses would be attracted to the Highway 39 intersection.

As with Alternative 1, it is expected that where significant economic potential exists, development will occur, but that it will be concentrated primarily at intersections with limited, controlled access. A long-term exception to this assumption is the area west of the proposed truck route, to Klamath River. If, in the long term, an industry or business requiring a very large site with access to rail, river and regional highway facilities were to locate in the urban area, these large parcels with access from the proposed truck route may be desirable. Due to the marshy character of parts of this area, however, industrial development would be expensive and perhaps result in adverse environmental impacts.

- Public Facilities and Services

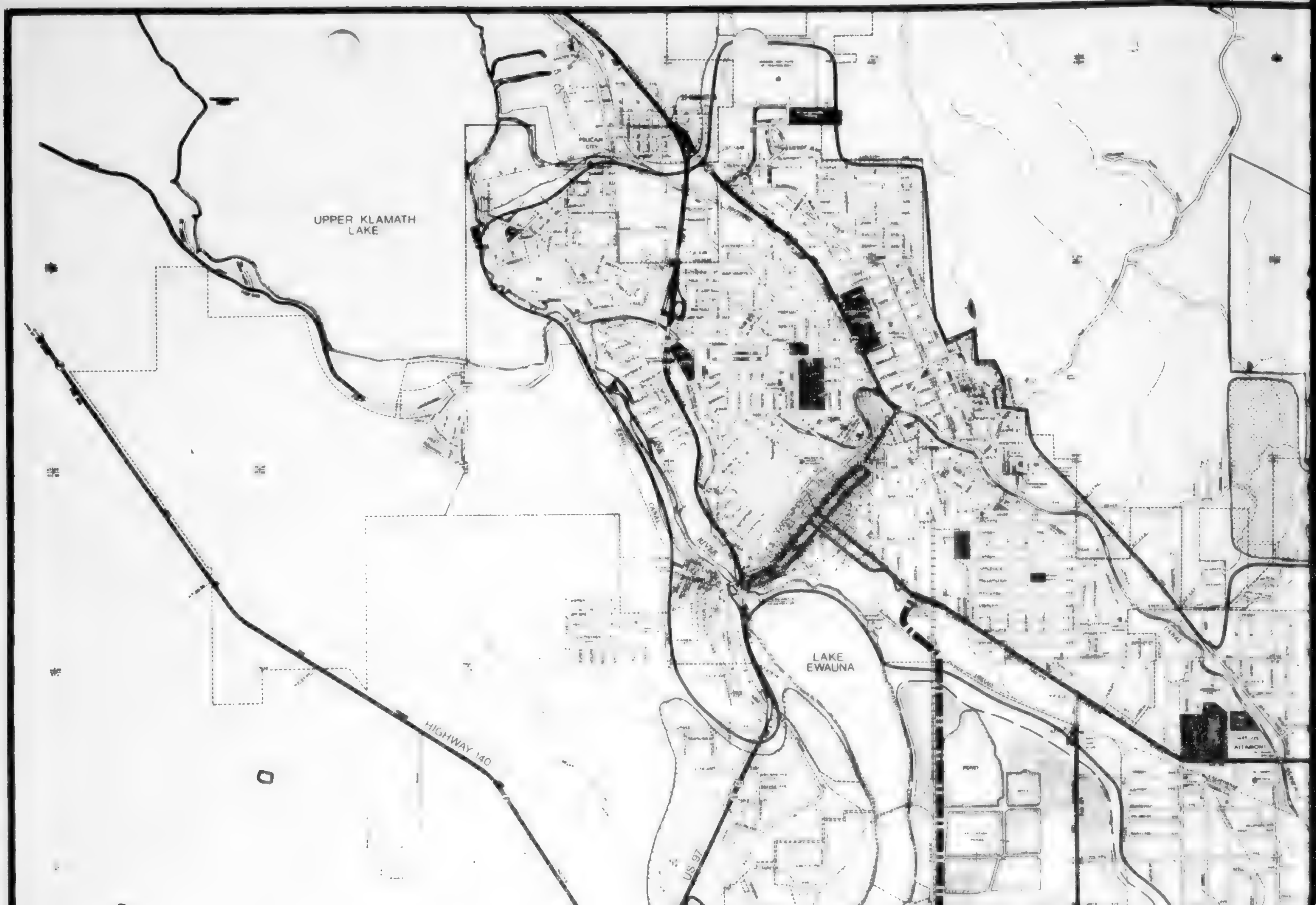
As discussed in the evaluation of impacts of Alternative 1, there would probably not be any significant effects on the local irrigation system from the construction of Alternative 2. Culverts would be used where the alignment crosses an irrigation channel.

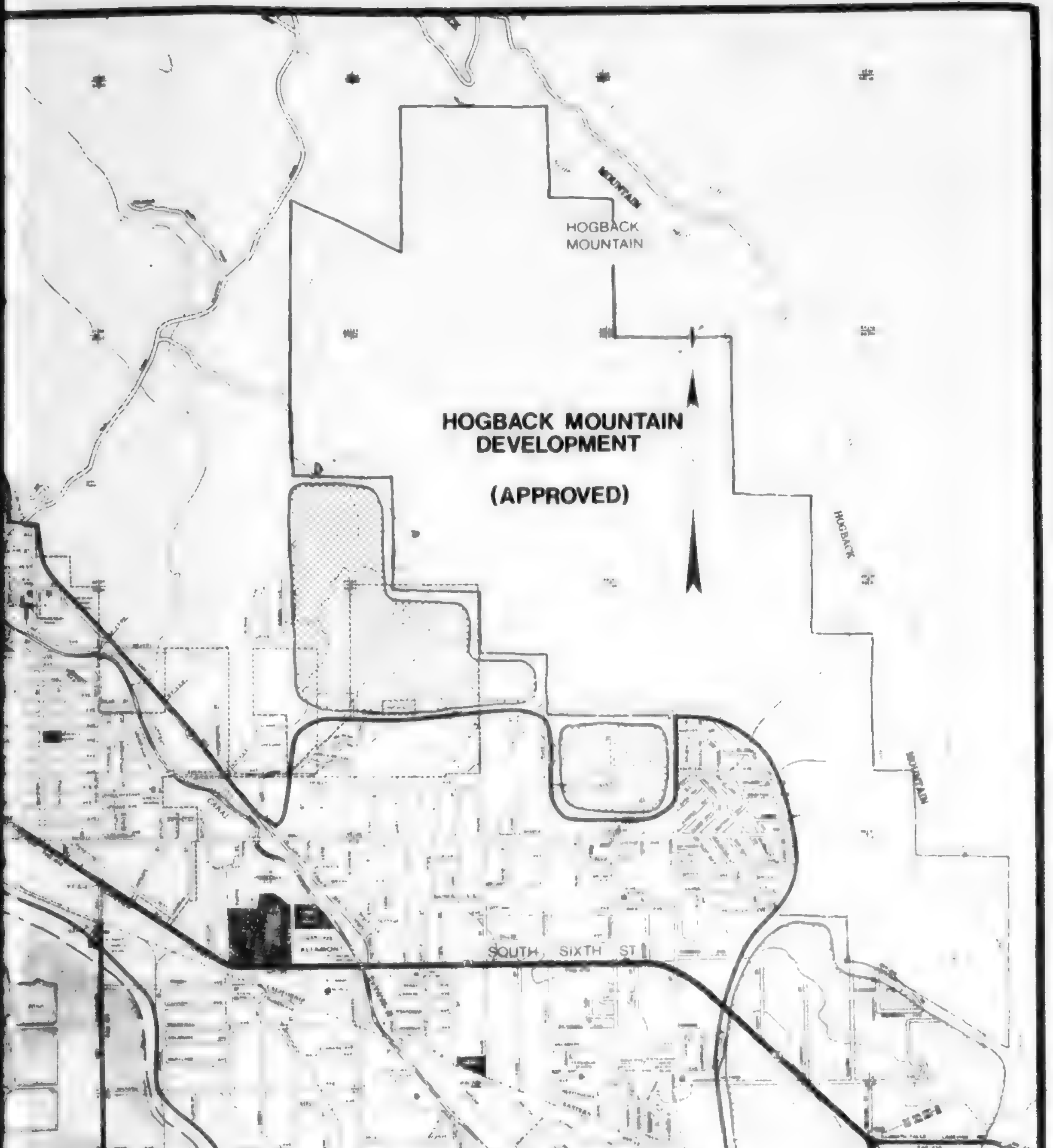
Development expected at intersections to the bypass (Highway 97, Highway 39, Midland Highway, Altamont Drive and the Green Springs Interchange) are not presently served by, nor are they planned to be served by sanitary sewer services. Only the area along Washburn Way to the bypass, and eventually the area east of Washburn Way to the Burlington Northern Railway and Kingsley Field, would experience developments at densities requiring waste water treatment facilities. Sanitary sewer service would be possible to this area through extension of the South Suburban Sanitary District or the City of Klamath Falls sewerage systems.

Increased fire and police protection would be required to patrol the new highway as well as the new commercial and industrial areas at intersections along the bypass.

- Historic and Archaeologic Sites

The project area contains no properties of historic or cultural interest. Rerouting of through traffic to the south of the business district will alleviate congestion in the vicinity of the Baldwin Hotel and Tower Theatre. An archaeological reconnaissance survey would be done by personnel from the Museum of Natural History at the University of Oregon. The area to be affected by the project would be examined for potential archaeological sites. If archaeological sites were found during the reconnaissance survey, all salvage or other mitigative procedures


UPPER KLAMATH LAKE
PELICAN CITY
CANAL
LINK RIVER
LAKE EWAUNA
HIGHWAY 140
US 97
SOUTH KLAMATH
WASHBURN WAY
RIVER
HIGHWAY 66
KLAMATH RIVER
JOE WRIGHT ROAD
HIGHWAY
MIDLAND
ALTAMONT


HOGBACK MOUNTAIN
HOGBACK MOUNTAIN DEVELOPMENT
(APPROVED)
HOGBACK
MOUNTAIN
SOUTH SIXTH ST
SOUTH KLAMATH
WAY
HIGHWAY 39
AVENUE
KINGSLEY FIELD

Legend

- ▭ Existing Urban Area
- ▭ Future Urban Area
- ⬚ Future Industrial Area
- ▨ By-Pass Related Development
- ▦ Long Term Development
- ━ By-Pass Route
- ‑·‑ Proposed Truck Route

0 2000' 4000' 1 Mile
Scale
Wilsey & Ham

Southside
By-Pass
Environmental
Impact
Statement

Klamath County, Oregon

Future Urbanization Concept with Alternatives 2 & 3

Figure 23

would be coordinated with the State Historic Preservation Office and the State Archaeologist.

- Section 4(f) Lands

No publicly-owned parks, recreation areas or wildlife and waterfowl refuges exist along the Alternative 2 alignment.

- Landscape Aesthetics

The construction of Alternative 2 would have no significant effect on the local area landscape. Portions of the roadway would be slightly elevated above the flat terrain on fills of up to 6 feet. This will add to the visual fragmentation of the open agricultural area, already crossed by elevated sections of two railway lines, Diversion Channel, Midland Highway and Joe Wright Road.

- Air Quality

As shown in Table 15, emissions of carbon monoxide and hydrocarbons are projected to decrease from 1983 to 2000. Alternative 2 would result in slightly lower carbon monoxide and hydrocarbon emission amounts than under the No-Action Alternative or Alternative 3, but not as low as those under Alternative 1. Table 16 shows that Alternative 2 would result in a lower maximum hourly carbon monoxide concentration in 2000 than exists at present or that would exist under the No-Action Alternative or Alternative 3, but it would not be as low as that under Alternative 1. Alternative 2 would be consistent with the State Air Quality Implementation Plan.

The daily traffic volume on the new alignment portion of the bypass is projected to be only 2,100 VPD in the year 2000, thus, an Indirect Source Construction Permit would not be required.

Construction impacts under Alternative 2 would be similar to those discussed under Alternative 1.

- Noise

Figure 24 shows the predicted year 2000 noise levels at 50 feet from the centerline of major roadway segments in the Klamath Falls area with Alternative 2. The difference in noise levels between 1980 and 2000 with Alternative 2 is projected to be no more than 2 decibels (dBA), even in the downtown area. The noise levels along the bypass would not exceed the design noise level for businesses (L_{eq}72 dBA) or the design noise level for residences (L_{eq}67 dBA).

Alternative 2 would result in a noise level increase of at least 10 decibels over present levels at a house located on Midland Highway to the southwest of the bypass crossing. If this alternative was selected, mitigation through the use of noise berms would be investigated.

Areas adjacent to the bypass corridor would be exposed to additional noise levels during construction. The noise levels from various excavating and highway building equipment are shown in Table 17. Construction work would not be allowed within 1,000 feet of any occupied building on Sundays, holidays, or between 10 p.m. and 6 a.m. This would eliminate noise intrusions into the quieter night-time period.

- Energy

The energy used by traffic in the year 2000 was calculated for major highway links. These calculations were based on the number of cars and trucks projected in 2000, their speeds, their energy efficiences based on relatively level grades, roadway segment lengths, and stopping and congestion factors. Energy use was calculated for segments of the Bypass (Units A and B), as well as segments on the route downtown between Route 97 and Route 39. Adding the energy consumption on these segments results in an estimation of the yearly consumption of energy by cars and trucks of 657 billin BTUs* in the year 2000. This is greater than that calculated for the No-Action Alternative and for Alternative 1.

Energy in fuel and materials would be involved in the construction of the bypass route. Roughly, 500 billion BTUs** would be required for the construction of Alternative 2.

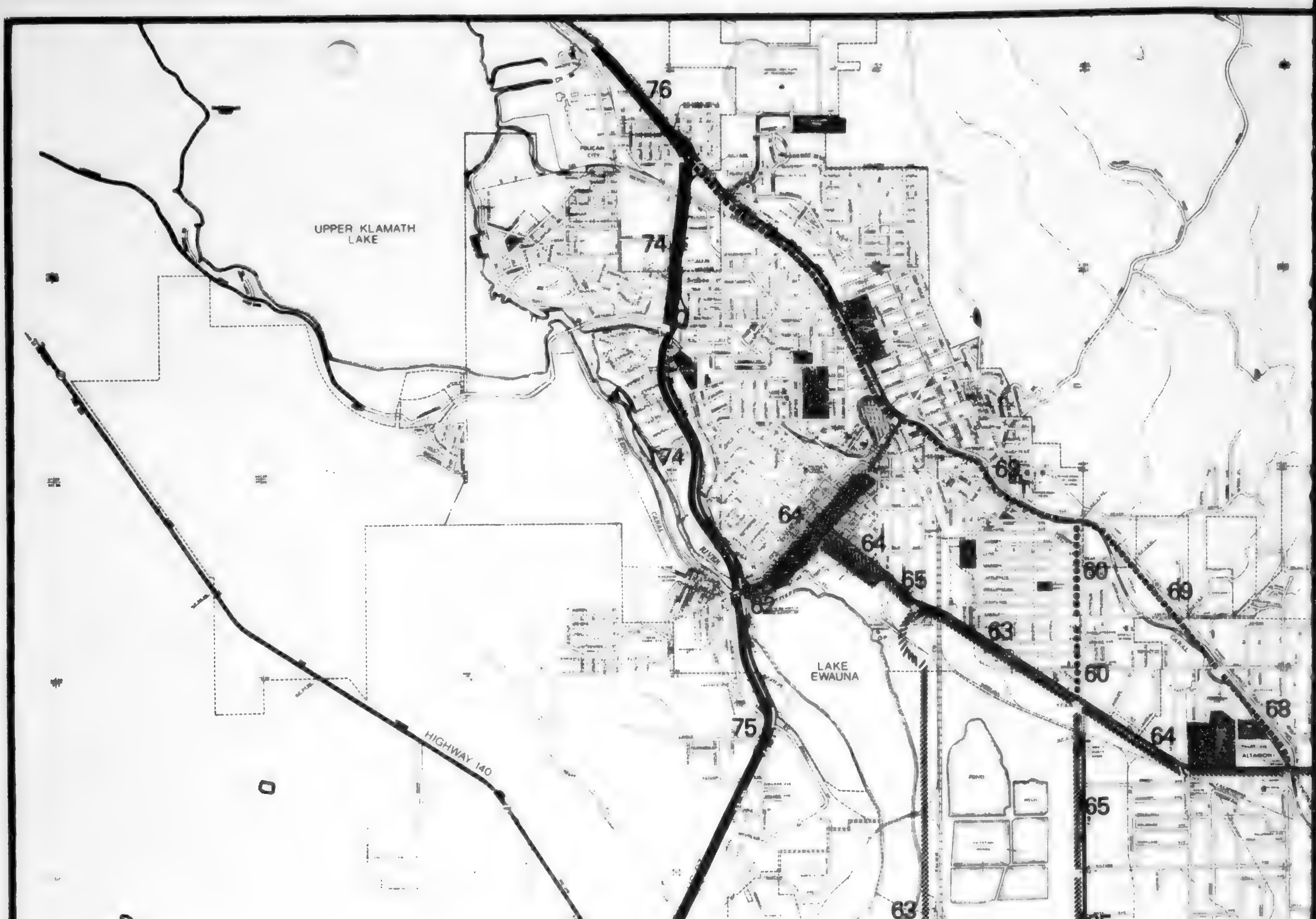
SHORT-TERM RESOURCE USE VERSUS LONG-TERM PRODUCTIVITY

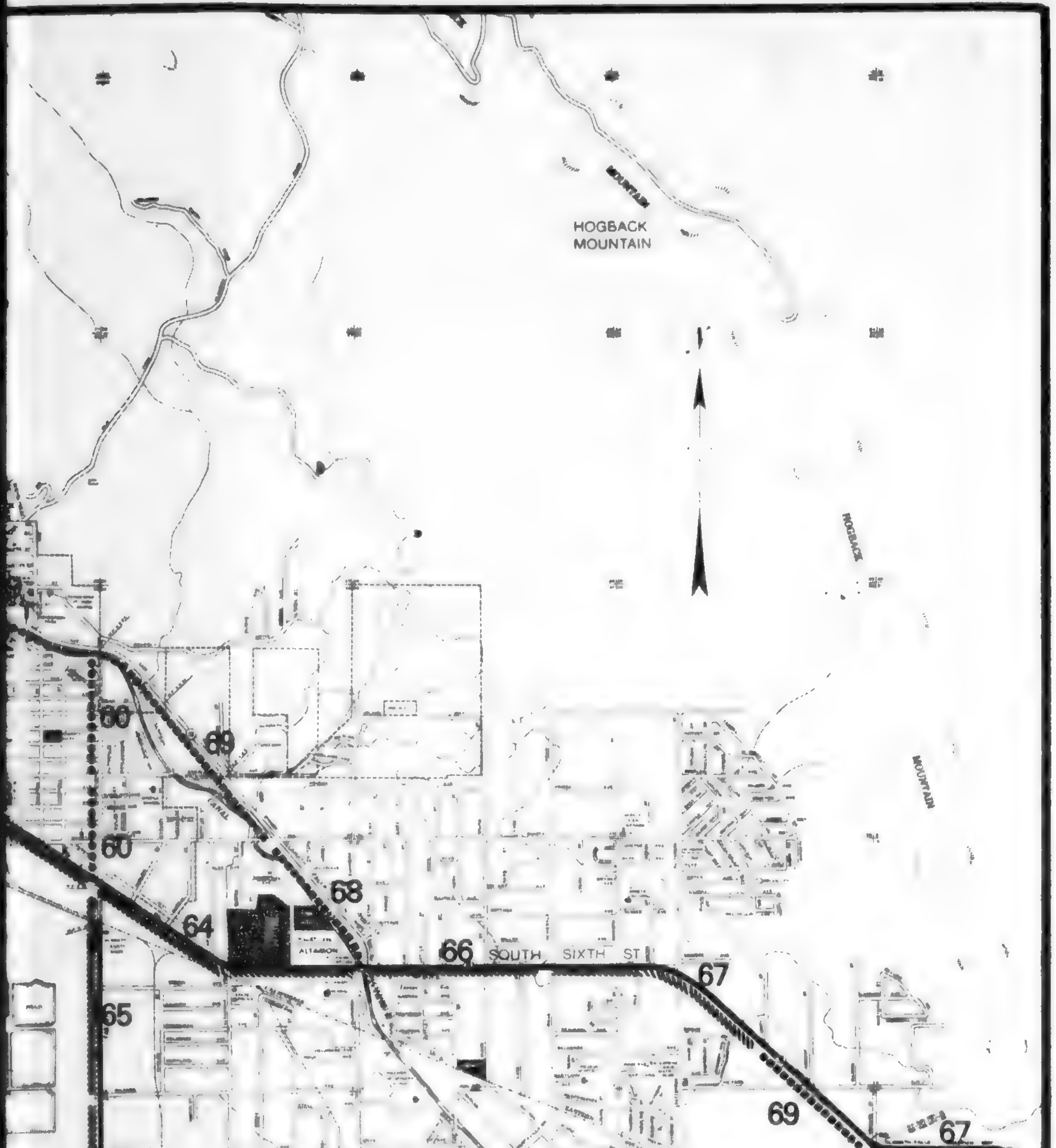
As discussed in the same subsection for the No-Action Alternative, a concern of public projects is the cumulative and long-term effects of the project on the existing environment. Trends for physical and human systems must be understood in order to evaluate the possibility that future generations may be burdened with the environmental costs of a project designated for short-term benefits.

---

*British Thermal Unit; 1 gallon of gasoline equals about 125,000 BTUs.

**Rough calculations were done by the U.S. Dept. of Energy, Region X.


UPPER KLAMATH LAKE
76
74
74
64
64
65
63
62
69
60
60
68
64
LAKE EWAUNA
75
HIGHWAY 140
65
63
65
63
SOUTH KLAMATH
63
74
RIVER
65
64
HIGHWAY 66
JOHNS
68
63
74
62
KLAMATH
66
63
63
JOE WRIGHT ROAD
64
64
73
63
63
ALTAMONT


HOGBACK MOUNTAIN
60
69
60
68
64
66
SOUTH SIXTH ST
67
ALTAMONT
65
69
67
65
63
SOUTH KLAMATH
70
65
WASHBURN
JOHNS
66
AVENUE
66
63
KINGSLEY FIELD

65 decibel level

········ 58-62 dBA

▨ 63-67 dBA

········ 68-72 dBA

━━━ 73-77 dBA

* L_{eq} At 50′ From Centerline

Scale: 0 — 2000′ — 4000′ — 1 Mile

Wilsey & Ham

Southside By-Pass Environmental Impact Statement

Klamath County, Oregon

Predicted Noise Levels* In 2000 With Alternative 2

Figure 24

If Alternative 2 of the Southside Bypass were constructed, traffic congestion in downtown Klamath Falls and along South 6th Street would continue, although not to the current extent. Truck traffic through downtown would be reduced, but not eliminated, if the proposed truck route were constructed along with the bupass.

The construction of Alternative 2 and the completion of the proposed truck route would alter planned development patterns north of the bypass. Development pressures at important intersections along the bypass would cause existing agricultural lands to be converted to industrial or commercial uses. In the long term, the area between the Klamath River and proposed truck route would likely be converted to industrial use if an industry requiring a large site with good highway and railway connections were to locate in the urban area. Approximately 26 acres of existing agricultural land would be converted to public right-of-way. Three large agricultural parcels would be fragmented by the highway alignment, reducing the usefulness of these lands for agricultural purposes. Adverse effects on local vegetative communities and wildlife would be short term.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Agricultural lands would be converted to public right-of-way along the alignment, and to urban uses at important intersections to the bypass. The conversion of these lands would be in addition to the planned conversion of agricultural lands to urban uses within the project area. This loss is considered insignificant to the local agricultural economy. The future commitment of public facilities to these areas would be required.

Certain mined and manufactured materials such as sand, gravel, steel and cement would be irretrievable. The labor of men and machinery and use of energy would be necessary, as would the expenditure of $2,595,000 for project construction. An additional $3,518,000 would be required for the replacement of the existing Highway 97 bridge. This expenditure would have to occur at least ten years prior to the normal replacement date if Alternative 2 were chosen.

MITIGATING MEASURES

Land use changes discussed earlier for Alternative 2 are subject to public policy as defined in the area's comprehensive plans. The character and local impact of these future industrial and commercial areas attracted to the bypass depend on the adopted policies, standards and performance criteria contained in the plan, as well as on the ability of county authorities to enforce the adopted policies. If a strong comprehensive plan is adopted and enforced by the county, environmental degradation and excessive loss of agricultural lands can be avoided.

During the construction of Alternative 2, access to agricultural lands and private property adjacent to the right-of-way would be maintained when possible. Proper safety measures and control would be exercised at highway and railway crossings to minimize traffic and train delays. Construction areas should be controlled and periodically treated to reduce dust.

The specific alignment and profile would be selected to reduce cuts into hillsides and balance the amount of cut and fill. All cuts and fill areas would be adequately landscaped to ensure against erosion, and to blend harmoniously into the existing landscape.

As discussed in the same subsection for the No-Action Alternative, the construction of Alternative 2, along with the proposed truck route, would relieve a minor amount of through-traffic from downtown streets as well as truck traffic. Traffic congestion would, however, continue downtown and along South 6th Street. These problems may be resolved by a comprehensive program of transportation improvements and land use planning. Planned commercial uses constructed at intersections to the bypass could attract both through and local travelers from downtown, thereby reducing traffic congestion. In addition, a bus system to serve the downtown center, residential areas and other major traffic generators may reduce traffic volumes on critical network elements. Consideration should be given to the planned dispersion of commercial facilities during local comprehensive planning processes.

Construction of a traffic noise barrier would lessen the expected increase in noise level at the house on Midland Highway but has not been evaluated for its physical and economic feasibility.

IMPACTS OF UNIT A, ALTERNATIVE 3 - JOE WRIGHT ROAD

PHYSICAL IMPACTS

- Climatology

Alternative 3 would have no impact on existing climatic conditions.

- Topography

Alternative 3 would have no effect on existing topography.

- Geology

This alternative would have no effect on existing geology.

- Soils

The primary effects of the construction of Alternative 3 would occur to those soils which directly abut the existing Joe Wright Road right-of-way and the Washburn Way intersection. The necessary widening of the existing roadway would involve 20 to 60 feet of additional width, requiring approximately 8 acres of land, most of which is used for crop and pastureland. The long-term probability of additional low-intensity development within the general vicinity of the corridor would remove additional agricultural lands in the area and reduce the desirability of farming the remaining parcels. Between 130 and 350 acres of agricultural land could be converted by this development.

- Hydrology, Floodplain, and Drainage

Construction of Alternative 3 would have little effect on the existing hydrological system in the project area. Reconstruction of the Highway 97 bridge crossing at Klamath River would cause temporary changes in the river hydrology, but these would be localized and would not occur after the completion of construction. No effects would occur to existing drainage patterns.

- Water Quality

Water quality impacts due to construction of Alternative 3 would be limited to the reconstruction of the Highway 97 bridge crossing at Klamath River. Construction would cause an increase in local turbidity levels during pier and bank work, a problem which can be minimized by proper mitigative measures. The type of structure, method of construction, and season of work can determine mitigative measures that would be necessary in the construction contract.

Secondary impacts on water quality would result from development of land north of the bypass. Because of the present lack of a sewer system in the area, most development would use on-site disposal. This may contaminate the ground water and wells in the area.

- Vegetation

Natural vegetation communities which currently exist along the roadway ditches of Joe Wright Road and Washburn Way would be destroyed by the construction of this alternative, but would easily reestablish themselves after construction is completed. No significant vegetation communities would be affected by the construction of the alternative.

Vegetation at the Highway 97 bridge crossing at Klamath River would experience considerable disturbances during construction, but the shrubs and aquatic plants involved represent a limited biologic community, and would reestablish once the project is completed.

- Wildlife

Short-term dislocation of wildlife would occur during the reconstruction of the Highway 97 crossing at Klamath River. Most of the small number of wildlife species directly affected would easily relocate during construction. After construction, when the vegetation has reestablished itself, the wildlife would return to the habitat.

Alternative 3 would have no impact on the Northern Bald Eagle.

- Environmentally Sensitive Areas

Reconstruction of the Highway 97 crossing at Klamath River may temporarily affect the river environment. However, mitigative measures such as timing, construction methods, and design can minimize any adverse effects that the project would have on the river.

The parts of Joe Wright Road and Washburn Way that would be improved under Alternative 3 presently cross six irrigation ditches, which contain some wetland vegetation. The existing bridge across the Lost River Diversion Channel will be replaced by the county whether or not Alternative 3 is chosen. The width of the new bridge would be compatible with the width envisaged for the bypass. The existing culverts for the other ditches would be replaced by larger culverts during bypass construction. Measures would be taken during construction to prevent excessive siltation of these ditches.

HUMAN IMPACTS

Unless noted in the discussion, the effects of Alternative 3 on the human environment are similar to those discussed for Alternative 2. Only a summary of the principal effects are included in this section.

• Social Characteristics

Alternative 3 would have no effect on population growth in the Klamath Falls urban area, the characteristics of the area's population, or the status of minority groups. About fifteen homes or buildings would be impacted and several could be displaced.

• Economic Base/Employment

No effects would occur.

• Land Values

As with Alternative 2, Alternative 3 would have little effect on the tax base of the area, but would indirectly cause increases in land values at selected intersections where development pressures would exist. Areas north of the bypass along the proposed truck route and Midland Highway to Rattlesnake Hill would experience speculative increases in land value. If assessed valuation follows the speculative market value, taxes in the area would increase.

• Transportation

The effects on transportation resulting from construction of Alternative 3 and the proposed truck route would be little different than those of the No-Action Alternative. Little or no changes are expected in air, bus or rail service in the Klamath Falls urban area with Alternative 3. Twelve links in the highway network would be operating over capacity by 2000, including the existing Highway 97 bridge over the Klamath River. Figure 17 indicates the projected traffic volumes throughout the urban area, as well as the links over capacity with Alternative 3.

A small portion of trucks would be removed from downtown Klamath Falls and South 6th Street and relocated to the bypass and truck route. Approximately 200 trucks and 640 cars are expected to use the truck route by the year 2000. This is substantially less than that projected with Alternative 1.

- Land Use

Pressure for light industrial and commercial development, in excess of the development pattern expected if no bypass west of Washburn Way were constructed, is the same for Alternative 3 as for Alternative 2. Figure 23 illustrates the extent and types of additional development expected near selected interchanges.

The Green Springs intersection would attract limited auto-oriented commercial development, concentrated along Green Springs Drive.

The junction of Highway 97 and the bypass (Joe Wright Road) would experience limited auto-oriented commercial development pressures.

The Washburn Way/Johns Avenue intersection with the bypass would be a major focus for airport-related industrial/commercial development, extending north along Washburn Way. The same type of development would be expected along Altamont Drive north of the bypass.

The Highway 39 intersection would experience auto-related commercial development pressures.

- Public Facilities and Services

As discussed for Alternative 2, development attracted to intersections along the bypass would not be included in areas now planned for sewer service. However, at the most important intersection, Washburn Way, sanitary sewer systems operated by the City of Klamath Falls (Airport) and the South Suburban Sanitary District are nearby and would probably be extended to serve this area. The need for additional fire and police protection would occur along the highway and at new development centers near key intersections.

- Historic and Archaeologic Sites

The project area contains no properties of historic or cultural interest. Rerouting of through traffic to the south of the business district would alleviate congestion in the vicinity of the Baldwin Hotel and Tower Theatre. An archaeological reconnaissance survey would be done by personnel from the Museum of

Natural History at the University of Oregon. The area to be affected by the project would be examined for potential archaeological sites. If archaeological sites were found during the reconnaissance survey, all salvage or other mitigative procedures would be coordinated with the State Historic Preservation Office and the State Archaeologist.

- Section 4(f) Lands

No publicly-owned parks, recreation areas, or wildlife and waterfowl refuges exist along the Alternative 3 alignment.

- Landscape Aesthetics

The construction of Alternative 3 would change the visual character only along the immediate corridors of Joe Wright Road and Washburn Way. The existing roadway would be widened, creating a loss of some roadside vegetation, including trees. The visual effects on the project area would be minimal.

- Air Quality

As shown in Table 15, emissions of carbon monoxide and hydrocarbons are projected to decrease from 1983 and 2000. However, both Alternatives 1 and 2 would result in lower emissions of carbon monoxide and hydrocarbons than under Alternative 3. Table 16 shows that Alternative 3 would result in a lower maximum carbon monoxide concentration in 2000 than exists at present, but it would not be as low as with Alternative 1 or 2. Alternative 3 would be consistent with the State Air Quality Implementation Plan.

Construction impacts under Alternative 3 would be similar to those discussed under Alternative 1.

- Noise

Alternative 3 would have noise impacts identical to those discussed for the No-Action Alternative, see Figure 18. Except for traffic on the truck route, average daily traffic on the major links in the year 2000 is projected to be the same with Alternative 3 as with the No-Action Alternative. Noise levels on the bypass are not projected to exceed design noise standards. Increases in noise levels of 10 decibels or more over existing levels are not expected.

- Energy

Energy use by cars and trucks on major highway links under Alternative 3 would be similar to the energy consumed on these highway links under the No-Action Alternative. However, energy in fuel and materials would be involved in the construction of the bypass route. Roughly 400 billion BTUs* would be required for the construction of Alternative 3.

SHORT-TERM RESOURCE USE VERSUS LONG-TERM PRODUCTIVITY

As discussed in the same subsectin for the No-Action Alternative, a concern of public projects in the cumulative and long-term effects of the project on the existing environment. Trends for physical and human systems must be understood in order to evaluate the possibility that future generations may be burdened with the environmental costs of a project designated for short-term benefits.

If Alternative 3 were constructed, traffic congestion in downtown Klamath Falls and along South 6th Street would continue.

The construction of Alternative 3 and the completion of the proposed truck route would alter planned development patterns north of the bypass. Development pressures at important intersections along the bypass would cause existing agricultural lands to be converted to industrial or commercial uses. In the long term, the area between the Klamath River and proposed truck route would likely be converted to industrial use if any industry requiring a large site with good highway and railway connections were to locate in the urban area. Approximately 8 acres of land would be converted to public right-of-way.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Agricultural lands would be converted to public right-of-way along the alignment, and to urban uses at important intersections with the bypass. These lands would be additional to the planned conversion of agricultural lands to urban uses within the project area. This loss is considered insignificant to the local agricultural economy. The future commitment of public facilities to these areas would be required.

Certain mined and manufactured materials such as sand, gravel, steel and cement would be irretrievable. The labor of men and machinery and use of energy would be necessary, as would the expenditure of $2,820,000 for project construction. An additional

*British Thermal Unit. Rough calculations were done by the U.S. Dept. of Energy, Region X.

$3,518,000 would be required for the replacement of the existing Highway 97 bridge. This expenditure would have to occur at least ten years prior to the normal replacement date if Alternative 3 were chosen.

MITIGATING MEASURES

Mitigating measures are the same as those discussed for Alternative 2.

IMPACTS OF THE TRUCK ROUTE

PHYSICAL IMPACTS

- Climatology

The construction of the truck route would have no measurable impact on the existing climatology of the area.

- Topography

Construction of the truck route would require fill along most of the alignment. This fill would bring the grade up to the elevation of the railroad tracks. Only a slight amount of cut would be required at the connection to Alternative 1.

- Geology

The truck route would have no impact on the local geology of the project area. Approximately 148,000 cubic yards of fill material would be required for construction. No dredging would be required before filling the wetland portion. Fill material would be taken from a knoll located between the Burlington Northern and Southern Pacific rail lines just east of the Bypass-Truck Route intersection. Paving material would come from commercial sources and have little impact on local supplies.

- Soils

The truck route crosses almost exclusively through Teeters silt loam (map symbol 41A) except at the southern end. This soil type has an agricultural class rating of III and is listed as prime farmland. The primary impacts of the truck route construction would be the actual destruction of the topsoil. None of the properties presently appear to be in use for farming. A secondary impact would be the additional loss of agricultural lands due to the industrial development attracted to the area.

- Hydrology, Floodplain, and Drainage

The truck route would have little effect on the Klamath River or Lake Ewauna. Much of the fill for the truck route would be on the floodplain next to the fill utilized by the railroad. The existing culverts from the sanitation ponds would be lengthened to provide drainage under the new roadway.

- Water Quality

Water quality could be affected during construction, especially during the filling of a portion of the wetland area along the eastern side of Lake Ewauna. Increases in turbidity would be minimized by use of proper construction methods to control erosion and seasonal restrictions. Ground water quality would be impacted by developments along the route that utilize on-site sewage disposal systems.

- Vegetation

The vegetation within the truck route corridor would be destroyed during the construction process. At the southern end, grassland vegetation would be altered. At the northern end, development has already partly destroyed the vegetation. The middle section has a wetland area with sizable amounts of cattails and bulrushes, part of which would be filled for construction of the truck route.

- Wildlife

Terrestrial wildlife, primarily the smaller mammals and various reptiles and amphibians, would experience either some displacement or destruction during construction. Some of the waterfowl habitat along Lake Ewauna would be destroyed by the filling for the road. The truck route would pose a threat to animals that would cross the roadway. Because the truck route would pass near the eastern part of Lake Ewauna, it would provide access for hunters and fishermen to this area.

- Environmentally Sensitive Areas

The truck route would impact a wetland area along the east side of Lake Ewauna. Approximately 12 acres of the 50-acre wetland would be filled to allow construction of the roadway adjacent to the railroad tracks. Measures would be taken to minimize harm to the remaining wetland area. The unavoidable wetland impact, the loss of 12 acres, would be mitigated by creation of a new wetland on nearby Miller Island, a state wildlife refuge. This proposed replacement wetland would be developed in cooperation with and be maintained by the Oregon Department of Fish and Wildlife. More information on the measures to be taken to minimize adverse impacts and on the new wetland to be created is contained in Appendix A.

HUMAN IMPACTS

- Social Characteristics

The truck route would have no effect on population growth in the Klamath Falls urban area, the characteristics of the area's population or the status of minority groups. No homes would be displaced.

- Economic Base/Employment

Generally, employment and the structure of the local economy would not be affected by the construction of the truck route. Transportation costs for some industries would be reduced due to the quicker travel time for trucks. New industries may locate along the truck route, especially if they need fairly large sites.

- Land-Values

The construction of the truck route would have little effect on the tax base of the Klamath Falls urban area. It would have an effect on the land values along the route. Local market forces would speculate on the future conversion of these lands to industrial uses, increasing the speculative land value.

- Transportation

The effects on transportation resulting from construction of the truck route and Alternative 1 are discussed in the Alternative 1 Transportation Impacts section; (see also Figure 19).

- Land Use

The effects on land use resulting from construction of the truck route and Alternative 1 are discussed in the Alternative 1 Land Use Impacts section; (see also Figure 20).

- Public Facilities and Services

No significant impact to the local irrigation system would result from construction of the truck route. Sanitary sewer facilities do not now exist in the area. Industrial development adjacent to the truck route could be served by the South Suburban Sanitary District. Increased fire and police protection would be required to patrol the new highway and new developments along the route.

- Historic and Archaeologic Sites

There are no properties of historic interest along the truck route. Rerouting of truck traffic by way of the bypass and truck route would remove much truck traffic from the streets downtown (and thus from the vicinity of the Baldwin Hotel and Tower Theatre).

An archaeological reconnaissance survey would be done by personnel from the Museum of Natural History at the University of Oregon. If archaeological sites were found during the reconnaissance survey, all salvage or other mitigative procedures would be coordinated with the State Historic Preservation Office and the State Archaeologist.

- Section 4(f) Lands

No publicly-owned parks, recreation areas, or wildlife and waterfowl refuges exist along the truck route alignment.

- Landscape Aesthetics

The construction of the truck route would have no significant effects on the local area landscape. Although much of the roadway would be on fill above the flat terrain, the roadway would be adjacent to and at the elevation of the railroad tracks.

- Air Quality

The effects on air quality resulting from construction of the truck route and Alternative 1 are discussed in the Air Quality section under the Impacts of Unit A, Alternative 1.

- Noise

The impacts on noise levels resulting from construction of the truck route and Alternative 1 are discussed in the Noise section under the Impacts of Unit A, Alternative 1. Noise levels along the truck route corrior are already high due to the presence of the railroad and thus noise mitigation is not proposed with this project.

SHORT-TERM RESOURCE USE VERSUS LONG-TERM PRODUCTIVITY

Truck traffic through downtown would be reduced considerably with construction of the truck route and Alternative 1. Truck traffic would also decrease on many local roads within the project area. Although this route would improve traffic flow noise, and air quality downtown, the truck route would open up the area along the route to development and air and noise impacts. Some agricultural land would be lost by construction of the truck route and by the development that follows. Part of a wetland area would be filled, but vegetation and wildlife along the roadway disturbed by construction should reestablish once construction was completed.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Agricultural lands would be converted to public right-of-way along the alignment. The truck route would attract industrial development along the corridor, leading to further conversion of agricultural lands. In addition, 12 acres of wetland habitat along Lake Ewauna would be filled.

The use of certain mined and manufactured materials such as sand, gravel, steel, and cement would be irretrievable. The labor of men and machinery and use of energy would be necessary, as would the expenditure of $2,786,000 for construction of the truck route.

MITIGATING MEASURES

The land use changes along the truck route and bypass are subject to public policy as defined in the area's comprehensive plans. The character and local impact of these future industrial and commercial areas attracted to the area depend on the adopted policies, standards and performance criteria contained in the plan, as well as on the ability of county authorities to enforce the adopted policies. If a strong comprehensive plan is adopted and enforced by the county, environmental degradation and excessive loss of agricultural lands can be avoided.

During the construction of the truck route, access to agricultural lands and private property adjacent to the right-of-way would be maintained when possible. Proper safety measures and control would be exercised at highway and railway crossings to minimize traffic and train delays. Construction areas should be controlled and periodically treated to reduce dust.

The loss of part of the wetland along Lake Ewauna would be compensated for by creation of a wetland of similar size on Miller Island, a state wildlife refuge. This proposed replacement wetland would be developed in cooperation with and be maintained by the Oregon Department of Fish and Wildlife. More information on this is contained in Appendix A.

The construction of Alternative 1 along with the proposed truck route would relieve a minor amount of through-traffic from downtown streets as well as removing a significant portion of truck traffic. Traffic congestion, air quality and noise problems would, however, continue downtown and along South 6th Street. These problems may be resolved by a comprehensive program of transportation improvements and land use planning. Planned commercial uses constructed at intersections to the bypass could attract both through and local travelers from downtown, thereby reducing traffic congestion. In addition, a bus system to serve the downtown center, residential areas and other major traffic generators may reduce traffic volumes on critical network elements.

Noise barriers could provide relief from noise impacts due to the truck route and railroad tracks, but are not included as part of the truck route project. New industrial development along the truck route in areas experiencing high noise levels could be encouraged to include barriers as part of their development.

VII. COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Copies of the Draft Environmental Impact Statement were sent to forty entities (listed on page 1-7). Letters were received from six agencies and appear in Appendix B. Comments and responses from these letters appear starting on page 7-3.

A public hearing on the Draft Environmental Impact Statement was held on May 1, 1978. Several people gave comments or asked questions about the bypass project. The comments and responses appear below.

RESPONSES TO PUBLIC HEARING COMMENTS

*Dave Petersen

Comment 1. One of the Midland-Worden Lower Lake Citizens' Committee's goals is the preservation of agricultural lands unless it was necessary to sacrifice them to urbanization. Because the urban growth boundry has not yet been set, the feeling of the people is that the most northerly route (Alternative 1) should be chosen in order to stop "jump-and-fill" urbanization and preserve more agricultural land; as close to the urban area is the best place for the bypass.

Response 1. The Alternative 1 alignment could serve as the urban growth boundary, discouraging conversion of agricultural land south of the bypass to urban uses. Although there is some agricultural land north of Alternative 1, convert to urban uses would be less than that expected if Alternative 2 or 3 were chosen.

Comment 2. We are opposed to Alternative 3 because there are 17 residences along the route at this time that would be impacted by the widening. Some of these houses are rather close to the existing road and Alternaive 3 would cut into their property to a considerable degree. There is concern about the congestion at the Highway 97-Joe Wright Road intersection. Traffic would increase there under Alternatives 2 and 3 and, although there would be some widening there, there may still be a safety problem.

Response 2. Although no homes along Joe Wright Road are expected to be acquired under Alternative 3, these homes would definitely be impacted by the widening. However, Alternative 1 has been selected as the preferred alternative and would not have these impacts on the houses along Joe Wright Road.

*Harrold Mallory

Comment 3. Would the zoning in the project area change upon completion of the bypass? Would the land use change completely from what it is now?

Response 3. The Comprehensive Plan for the area would form the basis for the area's zoning and thus new land uses. Because the Plan is now being revised, the bypass alignment chosen shall be an input into the decision on the urban growth boundary and Plan designations in the area. Pressure for development would likely occur at the intersections (as shown in Figure 20) and requests for zone changes to urban uses would probably follow. Zoning in the area would not immediately change upon completion of the bypass, but could change over time if the county grants requested zone changes or re-zones the area as a result of the new Plan. In the future, the area north of the bypass would likely have urban land uses in contrast to the present open, agricultural character.

Comment 4. Is the purpose of the bypass to take trucks, especially big trucks like log trucks, off South Sixth Street?

Response 4. In addition to a reduction in the number of autos going through downtown, the construction of Alternative 1 and the truck route would result in approximately 21 percent less truck traffic on South Sixth Street. The truck route is projected to carry 340 trucks per day in the year 2000, traffic that would ordinarily use South Sixth Street or Main Street and Klamath Avenue. The truck route would give log trucks direct access to the Modoc Lumber facilities and other trucks access to the downtown industrial area by way of Spring Street. The posting of the truck route and load limits on South Sixth and Klamath Avenue could be used to force trucks to use the truck route.

*Alvin Cheyne

Comment 5. There is a large difference in cost estimates between Alternative 1 and the other build alternatives. If the costs of the Highway 97 bridge reconstruction and the interchange with Highway 97 at Joe Wright Road are included in the cost estimates of Alternatives 2 and 3, they could be more fairly compared with Alternative 1.

Response 5. The cost of the Highway 97 bridge replacement is not included in the cost estimates for Alternatives 2 and 3 but is listed in Table 12 to aid comparison. The bridge would have to be replaced in the future, even with Alternative 1, but traffic would reach capacity 10 years earlier with Alternative 2 or 3 than with the other alternatives. Traffic volumes projected for the Joe Wright Road intersection with Highway 97 would not justify the construction of an interchange.

RESPONSES TO WRITTEN COMMENTS

*Federal Aviation Administration (Northwest Region)

Comment 1. We recommend that specific recognition be given to Klamath Falls Municipal Airport as it relates to the proposal. It is expected that the airport will continue to be an economic base for the area, and the proposed bypass would enhance surface access to airport facilities.

Response 1. The bypass would improve regional access to the airport from the west. There would be little effect on access from the downtown area.

Comment 2. We note the draft document indicates that highway-related development will occur in the area of the intersection of Altamont Drive and the bypass. In this connection, the approved Airport Layout Plan indicates that existing aviation easements prohibit structures over much of this area.

Response 2. The necessary changes were made on Figures 20 and 23 and to the accompanying text.

*U.S. Department of the Interior (Pacific Northwest Region)

Comment 3. The overall approach taken to document impacts of the Southside Bypass constitutes a "segmenting" of the project. Page 1-1 indicates for purposes of impact assessment it is assumed the second (central) segment and the truck bypass have already been completed. Page 1-2 also states, "Primary impacts will be discussed for only the westerly segment of the bypass from Highway 97 to Washburn Way." This limiting of impact assessment to only one of three segments constitutes an incomplete analysis of potential overall project impacts. Even though the central segment and the truck bypass would be built by Klamath County without Federal assistance, they would, in fact, owe their relevance to the overall bypass concept of which this Federally-assisted project would be an integral part. Therefore, we contend that all three bypass segments and the truck route along the environmentally sensitive Lake Ewauna should be the rightful subject and scope of this draft statement. The statement should provide impact assessment of the entire project so that adequate analysis of all alternatives can be made. Without that analysis, we do not feel this document will comply with Sections 101(b) and 102 2(c) of the National Environmental Policy Act.

Response 3. The section of Unit B along new alignment (Highway 39 to Homedale Road) has recently been completed by the county. The remainder (along Johns Avenue) is a widening of the existing roadway. Unit B is being constructed by Klamath County without use of federal funds. Highway 39 is a logical terminus for Unit B. It will be a viable part even without Unit A, although traffic on Unit B will likely be greater with the construction of Unit A. Unit C (between Highway 39 and Olene) would be considered in the future only if there is a need due to significant congestion on the existing Highway 39 and Highway 140 link to Olene. Thus, the impacts of Unit B and C are not considered in the Final Environmental Impact Statement.

The Final Environmental Impact Statement does address the impacts of the truck route. The truck route does owe its relevance to Unit A of the bypass and thus its impacts can be considered secondary impacts of the bypass.

Comment 4. Because of the obvious absence of necessary information, with respect to the other two segments and the truck route, we do not concur with the assessment of no potential Section 4(f) involvement or impacts.

Response 4. Since no publicly owned parks, recreation areas, or wildlife and waterfowl refuges or historic sites exist along the alignment of the truck route or Units A or B of the bypass, 4(f) involvements would not occur.

Comment 5. Paragraph 1 on page 1-1 indicates the design capacity for segment 1 is 6,000 to 8,000 vehicles per day (level of service "C"). Paragraph 1 on page 2-3 indicates the bypass would be a controlled-access route designed to accommodate traffic volumes of 1,800 vehicles per day by 1981 and 2,700 by 1994. This apparent discrepancy should be resolved.

Response 5. These figures are not contradictory because one refers to the design capacity and one to the actual traffic volumes. The roadway could theoretically handle 6,000 to 8,000 vehicles per day at Level of Service C. The actual traffic volumes projected have been revised to be about 4700 in 1990 and 6400 in 2000.

Comment 6. There is also a tendency to indicate that wildlife will relocate when habitat is destroyed and that no losses will occur. This general assumption is not biologically sound. As a matter of fact, most if not all displaced wildlife will be lost because surrounding habitat is either filled to capacity or inadequate because of specific requirements.

Response 6. With the exception of the wetland area, most of the land disturbed by the roadway is dry grassland, providing limited habitat for wildlife. Although most of the wildlife inhabiting this area would be displaced, these impacts can be considered minor. In the case of the wetland impacts, the replacement wetland on Miller Island should accommodate approximately equal numbers of waterfowl displaced from the wetland area to be filled along Lake Ewauna.

Comment 7. The statement exhibits a general weakness by downplaying wildlife resources and the value of habitat that would be impacted by the project. This applies especially to wetlands and gives the false impression that project construction can proceed without further consideration of fish and wildlife.

On Page 1-3, paragraphs 3 and 5 refer to wetland filling along Lake Ewauna and state that the habitat "is not considered significant to the area." To the contrary , the outstanding wildlife values of Klamath Basin are largely the product of many such small wetland areas and are subject to protection by State and Federal regulations. It is suggested that the wording in these paragraphs be changed to generally indicate that "these wetlands provide valuable habitat for several wildlife species and a separate analysis of impacts would have to precede construction of the proposed truck route through the area."...

On Page 3-10 in paragraph 1, the last sentence implies that the wetland areas along the Klamath River and Lake Ewauna are not important wildlife habitat. This conclusion is not substantiated, and the sentence should either (1) be deleted from the final statement, or (2) be modified to indicate that the wetlands contribute to the extensive fish and wildlife resources of the area.

Response 7. The analysis of the area's wetlands and impacts has been further investigated and described in Appendix A. Appropriate changes have been made in the text of the Final Environmental Impact Statement.

*Environmental Protection Agency (Region X)

Comment 8. From a drinking water perspective we can see no primary impact from the project. However, there may be secondary impacts on water supply in the area to the degree that the project encourages development (residential, commercial and industrial) which might not otherwise occur. Water supply in the project area is from ground water and a significant portion of the residences have individual wells. There is already a history of some ground water contamination in the area which further development would probably aggravate. At least a portion of any future development would probably utilize on-site disposal which has potential to increase contamination of the ground water even though DEQ would closely monitor the siting, design and installation of disposal systems.

Response 8. Changes have been made in the text to include this secondary impact on water quality.

Comment 9. The DEIS presents a rather detailed analysis of existing and predicted noise levels in the project locale, however it does not explain whether the L_{10} levels are for peak or off-peak traffic hours.

Response 9. A new noise analysis was done to determine the noise levels (L_{eq}) during the peak truck hour for various roadway segments; the peak truck hour was determined to be the noisiest and thus was studied as a worst case condition.

Comment 10. We suggest that the final EIS identify those residences, along each alternative, that will receive noise levels in excess of L_{10}70 dBA or increases in ambient noise of 0-5 dBA, 5-10 dBA, and greater than 10 dBA as a result of this project. We feel that this method of determining the degree of impact is more exact than predicting the L_{10} noise level at various distances from the roadway. ...

The final EIS should also identify those residences which will be subjected to construction noise and discuss the mitigation of construction noise.

Response 10. It was found that no residences would be subjected to noise levels in excess of the federal design noise standard. Alternative 1 would result in a relative increase in noise levels in excess of 10 dBA at Reams Golf and Country Club and at Klamath Memorial Park Cemetery and thus noise berms have been included in the project for this section of the bypass. Residences within 1,000 feet would be impacted by construction noise. Mitigation measures have been addressed in the final EIS.

*Dept. of Environmental Quality (Noise Control Section)

Comment 11. The following is a ranking of the alternatives based on the number of houses impacted by noise:

a. Alternative 1
b. Alternative 2
c. Alternative 3

The first alternative (Alternative 1) has the least noise impact potential, and the last alternative (Alternative 3) has the most noise impact.

> The above ranking does not take into consideration the effect of mitigation measures on the alternaives. ... We recommend that the Highway Division use our ranking of alternatives to determine which alternative to construct.

Response 11. The revised noise analysis found that no houses under any of the alternatives would be impacted by noise levels above the federal design noise levels (except during construction). One house under Alternative 2 and the golf course and cemetery under Alternative 1 would be impacted by relative increases in noise levels and would be mitigated by constructing berms. Noise impacts are not the sole determinent of which alternative should be constructed. The alternative recommended by DEQ has been selected as the alternative preferred for construction.

Comment 12. The Federal noise standards only regulate the maximum L_{10} noise level a highway produces. These standards do not place any restrictions on amount of increase in noise levels a roadway causes. The relative increase in noise levels is as important in evaluating impacts as is the absolute noise levels. In addition, we do not consider the Federal standards protective of the public's health and welfare. We encourage the Highway Division to construct the mitigation measures to give the maximum possible noise reduction. Noise mitigation measures should not be constructed simply to meet Federal noise standards. Providing the maximum possible noise reduction will mitigate the impact from both the relative increase in noise levels and the absolute amount of the noise level. A five-foot noise barrier, as briefly discussed in the Draft, may not provide adequate noise reduction.

Response 12. Relative increases in noise levels were considered in a revised noise analysis along with the absolute noise levels. Because of the relative increases in noise levels at the golf course and cemetery, Alternative 1 will include construction of earthen berms. These berms would be up to 17 feet high and result in reduction in noise levels of 4 to 9 decibels.

Comment 13. The noise levels for the existing road system are expected to decrease slightly when this project is built. However, the levels along those roads will still be excessively high. U.S. 97 will be exposed to noise levels in excess of L_{10} 80 dBA. This is twice as loud as the Federal standards. The final E.I.S. should set forth mitigation measures for these roads.

Response 13. Under Alternative 1, Highway 97 was projected to have noise levels (L_{eq}) in 2000 of between 73 and 76 decibels at 50 feet from the centerline. These levels are higher than the federal design noise standards for residences (L_{eq}67 dBA) and businesses (L_{eq}72 dBA). However, because Highway 97 is a four lane road, the 50-foot distance is often within the right-of-way boundary. Noise levels would decrease as one goes further away from the roadway. It is unknown what distances receptors are from the roadway and thus the noise levels they would experience. Because the bypass construction would not involve construction on Highway 97, any mitigation possibilities on Highway 97 would not be carried out under the bypass project. There are projects that mitigate noise along already existing roadways -- Type II Projects -- and noise berms along Highway 97 could become one of these.

Comment 14. The lands near the proposed project are now mostly agricultural. We recommend the Highway Division take steps to make sure local land-use plans contain provisions to prevent encroachment of future housing on this highway project.

Response 14. Only through the purchase of land or of open space easements could the Highway Division directly prevent encroachment of future housing along the bypass. Local land use plans have an impact on the location and standards for development in the area. The plan could include a provision that would prohibit development in areas where the noise levels exceed standards unless the developer incorporates noise berms in his design. A copy of the final project noise study report will be sent to the planning department to facilitate the mitigation of future noise conflicts with planned land use.

***Dept. of Energy (Region X)**

Comment 15. The Council on Environmental Quality Guidelines for the Preparation of Environmental Impact Statements urge that EIS's consider alternatives that will significantly conserve energy, and include energy use and energy conservation among the areas of environmental impact which should be considered in EIS's (just as air quality, water quality, noise, etc., must be considered). ... We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

Response 15. A seciton on energy has been added to the discussion of impacts in Chapter VI for the No-Action Alternative and Alternative 1.

Comment 16. The EIS does not consider and specify the energy effects associated with the use of the completed project. It is possible, for example, that energy consumption could be reduced through an alternative that minimizes traffic congestion. Or, for another example, the grade profiles of the alternatives may vary, thereby influencing energy consumption over their useful lives. The energy consumed for maintenance might also vary greatly between the alternatives depending on the extent and design of rights-of-way, traffic volumes, and type of pavement. Similarly, the energy utilized by lighting should be considered in the EIS; this can vary greatly with alternative project designs and the type of lighting used. The alternatives should be compared using these or other similar criteria.

Response 16. Energy use by vehicles along major links of the Klamath Falls roadway network was evaluated. These calculations were based upon the traffic volume and speed projections, along with anticipated gasoline efficiencies of cars and trucks in the future. It does not take into account future mode shifts or vehicle occupancies, since it is unknown how much this would amount to. Alternative 1 would result in less congestion downtown, decreasing the number of slowdowns and idling periods, and thus improve the energy efficiency of vehicles through this section. The exact profile of the bypass, type of pavement, and lighting would not be designed until the EIS is approved. The profile would depend on cut and fill determinations. It is doubtful that there would be any street lighting along the bypass.

Comment 17. This EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities- In order to make some energy comparisons between project alternatives this office has performed some rough calculations of the energy requirements of the three project alternatives, using general conversion factors between constructon costs, type of construction, and energy use (see the DOE's State Energy Conservation Plan Handbook). The construction of Alternative 1 could require an expenditure of about 500 billion Btu's in fuel and material. Alternative 2, including the Highway 97 bridge replacement, also could require an expenditure of about 500 billion Btu's. Alternative 3, including the bridge replacement, could be the least energy intensive, requiring an expenditure of about 400 billion Btu's. Besides the significant savings of energy that could directly result from the use of Alternative 3 (compared to the other alternatives), this alternative also appears to offer the most potential for energy conservation through use of recycled, cold mix, or emulsified asphalt, proper aggregate selection, and use of alternative binding agents (i.e., fly ash). We would therefore encourage that additional attention be accorded to the selection of this least energy intensive alternative.

Response 17. Estimates of construction energy have been included in the Final Environmental Impact Statement. Exact calculations are impossible without detailed design information. This detail would not be developed until after release of the FEIS and would be done only for the selected alternative. Rough calculations of construction energy can be helpful for comparing alternatives but would not be the sole determinent of alternative selection. If it was, the No-Action Alternative would be the preferred. Although Alternative 3 would require about 20 percent less construction energy than the other build alternatives, it does not relieve traffic congestion downtown and this accomplishes little for the 400 billion Btu expenditure.

Comment 18. We would appreciate a consideration of alternative materials, as well as alternative projects in the Final EIS. The Final EIS should also present an evaluation of the use of alternative construction techniques and procedures. Some procedures can greatly alter energy consumption during construction (e.g., using a higher moisture content and lower temperature in hot mix asphalt plants, requiring high loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees). Additionally, the Final EIS should indicate that measures will be taken to mitigate excessive or unnecessary energy consumption due to the design, construction, use and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for nonrenewable energy resources should also be addressed in the Final EIS.

Response 18. Such consideration are not normally evaluated in an Environmental Impact Statement because they involve design detail and project specification information developed in the final design phase of project development--which occurs after release of the FEIS. The use of materials is determined by engineeirng feasibility, availability, and cost. Since energy inputs into materials influence the cost, energy does influence to some extent the choice of materials. Energy use by construction equipment could be lessened but must be weighed against the other environmentl impacts. For example, construction of noise berms would result in more use of equipment and thus energy, but would be required to lessen the noise impact. Carpooling of construction workers to the site can be encouraged but not required. A contractor would not want to use "excessive or unnecessary" amounts of energy because it would increase his costs. If such waste is observed, it would be brought to the contractor's attention. Techniques to reduce energy use during construction can be used under any alternative and would probably not affect the alternative selection.

APPENDICES

APPENDIX A

WETLAND ANALYSIS

1. Project Description

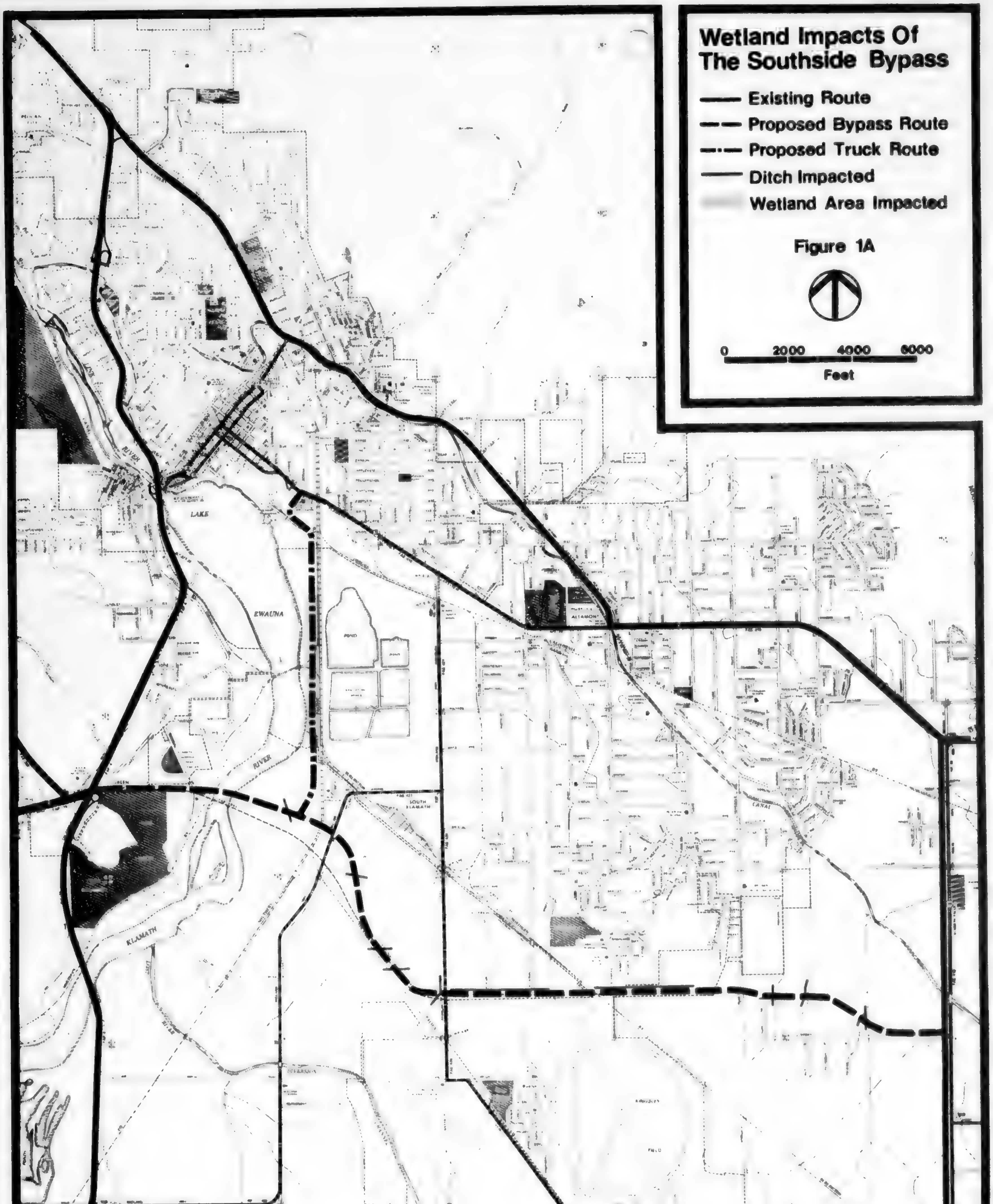
The proposed Southside Bypass will be located on the southern edge of the Klamath Falls urban area, connecting Highway 97 with Highway 39; (see Figure 1A). Construction of the bypass will be completed in two separate parts: Unit A from Highway 97 east to Washburn Way, and Unit B from Washburn Way east to Highway 39. Unit A will be on entirely new alignment. The road will go easterly from the Green Springs interchange with a new bridge constructed across the Klamath River just south of Lake Ewauna. The road will then go southeast, then east to connect to Washburn Way across from Johns Avenue. For Unit B, the Johns Avenue alignment will be utilized with a widening of the existing roadway. From Homedale Road, the road will go on a new alignment eastward, then south-eastward to Airway Road, then east to Highway 39.

Along with the Southside Bypass project is a proposal to build a truck route to connect the bypass with the downtown industrial area. The truck route would connect to the bypass just west of the Southern Pacific Railroad tracks. The route would extend northerly between the railroad tracks and Lake Ewauna; some of this area is wetland. At the northern end, the truck route skirts the city shops and connects to Spring Street.

A narrow band of wetland vegetation occurs along the Klamath River in the vicinity of the bridge crossing. Unit A will also involve the crossing of 5 ditches. Unit B may affect 6 ditches. It is estimated that 12 acres of wetlands on the east side of Lake Ewauna would be filled for construction of the truck route. This major impact would be mitigated as discussed later in this report.

2. Description of Wetlands in the Area

Several large marshes exist within 25 miles of the project, including major wildlife refuges (see Figure 2A). These areas are between 25 to 100 square miles in size, and generally consist of cattails and bulrushes in lake basins. Closer to the project lie smaller marshy areas (less than 50 acres each), on both sides of Lake Ewauna, and along the edges of Upper Klamath Lake. Other similar wetlands occur downstream along the Klamath River south of the project, near Miller Island. Other wetlands,



Wetland Impacts Of The Southside Bypass

Existing Route
Proposed Bypass Route
Proposed Truck Route
Ditch Impacted
Wetland Area Impacted
0
2000
4000
6000
Feet
LAKE
EWAUNA
RIVER
KLAMATH
POND
ALTAMONT
SOUTH KLAMATH
CANAL

Figure 1A

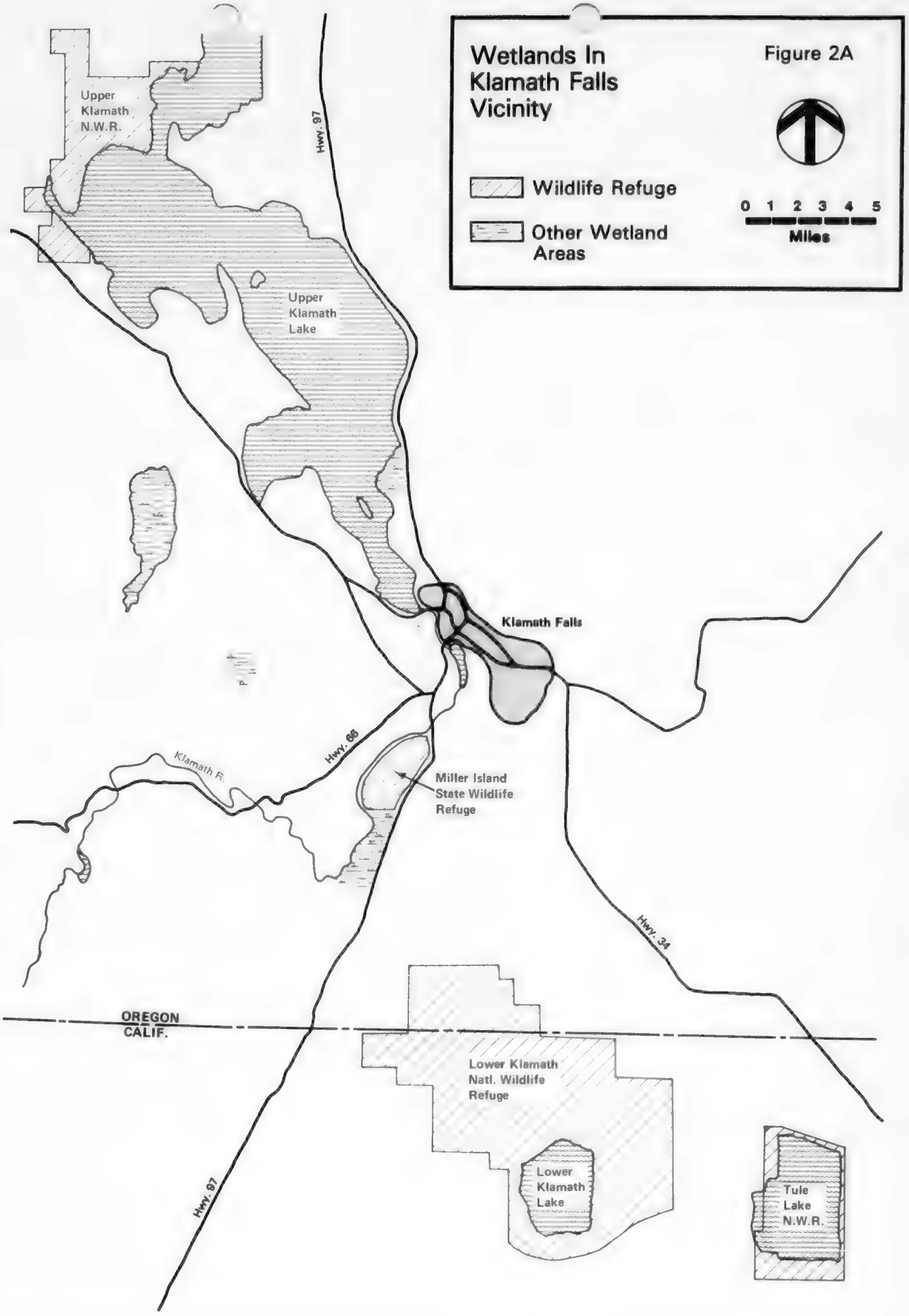


Figure 2A

Wetlands In Klamath Falls Vicinity

▨ Wildlife Refuge
▤ Other Wetland Areas
0 1 2 3 4 5
Miles
Upper Klamath N.W.R.
Hwy. 97
Upper Klamath Lake
Klamath Falls
Hwy. 66
Klamath R.
Miller Island State Wildlife Refuge
Hwy. 34
OREGON
CALIF.
Lower Klamath Natl. Wildlife Refuge
Lower Klamath Lake
Tule Lake N.W.R.
Hwy. 97

which have a relatively small total area but have a wide distribution, are the numerous ditches used for irrigation and drainage. These ditches have sporadic wetland character, with grasses, waterwort, and occasional clumps of cattails and bulrushes.

Although all of these marshes are quite similar in vegetation, two types are distinguished using the Department of the Interior (DOI) 1977 classification. All the natural cattail-bulrush marshes are classed as "palustrine, emergent wetland, persistent, *Typha latifolia-Scirpus validus*." The wetland ditches cannot be described in terms of dominant species; they are classed as "palustrine, emergent wetland, persistent, excavated."

Although the system of irrigation and drainage ditches is only partially developed as wetland, these ditches are vital in controlling the water supply in agricultural areas. Other marsh areas occupy the edges of sewage treatment ponds, in which suspended matter settles out. This type of wetland is also useful as wildlife habitat.

Among the functions of the local wetlands, the most obvious is as habitat and feeding areas for huge flocks of migratory birds. These include ducks, geese, and other waterfowl. The importance of this function is related to the large size, and relatively undisturbed state of most of these marshes. Moreover, most of the area's wetlands are in national wildlife refuges that lie along major flyways. Smaller, privately-owned marshes serve some of the same purposes, and are often used by hunters. Along the Klamath River, marshes on the floodplain serve also for storage of floodwaters.

In general, the wetlands in the project vicinity are very extensive and they serve several important purposes. However, this is somewhat less true of wetlands directly impacted by the project.

3. Wetlands Impacted

The wetlands directly impacted by the Bypass consist of short stretches of irrigation and drainage ditches. These ditches are several feet deep and often ten feet wide they contain vegetation including Scribner grass, waterwort, and occasional patches of cattails and bulrushes. The project would replace sections of the ditches with culverts, with indirect effects such as silting in downstream portions.

In Unit A, all wetland impacts lie east of the river, with 5 locations totalling 0.3 acre (see Figure 1A). The proposed bridge piers would miss the wetlands along the banks of the Klamath River. Erosion and deposition during bridge construction will be minimized by erosion control measures.

Unit B wetland impacts total 0.5 acre, consisting of 7 sections of ditch along Johns Avenue. Almost all of these impacts are in the west half of Unit B, between Washburn Way and Glenwood Drive. Along this stretch, the ditch lies closer to the north side of the road than elsewhere. The ditches and their significance are similar to those in Unit A.

A much larger wetland area would be impacted if the truck route is built. Sizable cattail and bulrush marshes would be filled in, just west of the Southern Pacific tracks. This impact would involve 12 acres, or 24 percent of this wetland parcel (however, there are an additional 41 acres of similar wetland nearby, east of the tracks and adjacent to the sanitation ponds). The truck route has the only significant, major wetland impact associated with the project.

Wetland areas serve as feeding and nesting areas for waterfowl and songbirds, as well as for flood storage and hunting. The significance of the truck route's impact lies in the sizable portion of this wetland to be taken, and in the fact that similar nearby wetlands are not large. Indirect impacts could be important, if construction activities permit runoff from filled areas in the remaining marsh area. This will, however, be controlled by contract specifications mandating erosion control measures.

4. Minimization

The Bypass (excluding the truck route) avoids all wetland areas, other than ditches. Wetlands close to the river remain unaffected by the bridge, which will rest on piers outside of the wetland areas. The alignment in Unit B is designed to be generally centered between the existing ditches, making only a minimum impact.

Filled portions of the ditches will be replaced by culverts. In some locations, such as on the west side of Washburn Way, the present ditch runs almost parallel to the proposed alignment. The ditch's channel would be changed slightly with a culvert at right angles to the road resulting in little net loss of wetland. Flow regulation devices on culverts could be used to maintain water levels for the ditches upstream from the new highway.

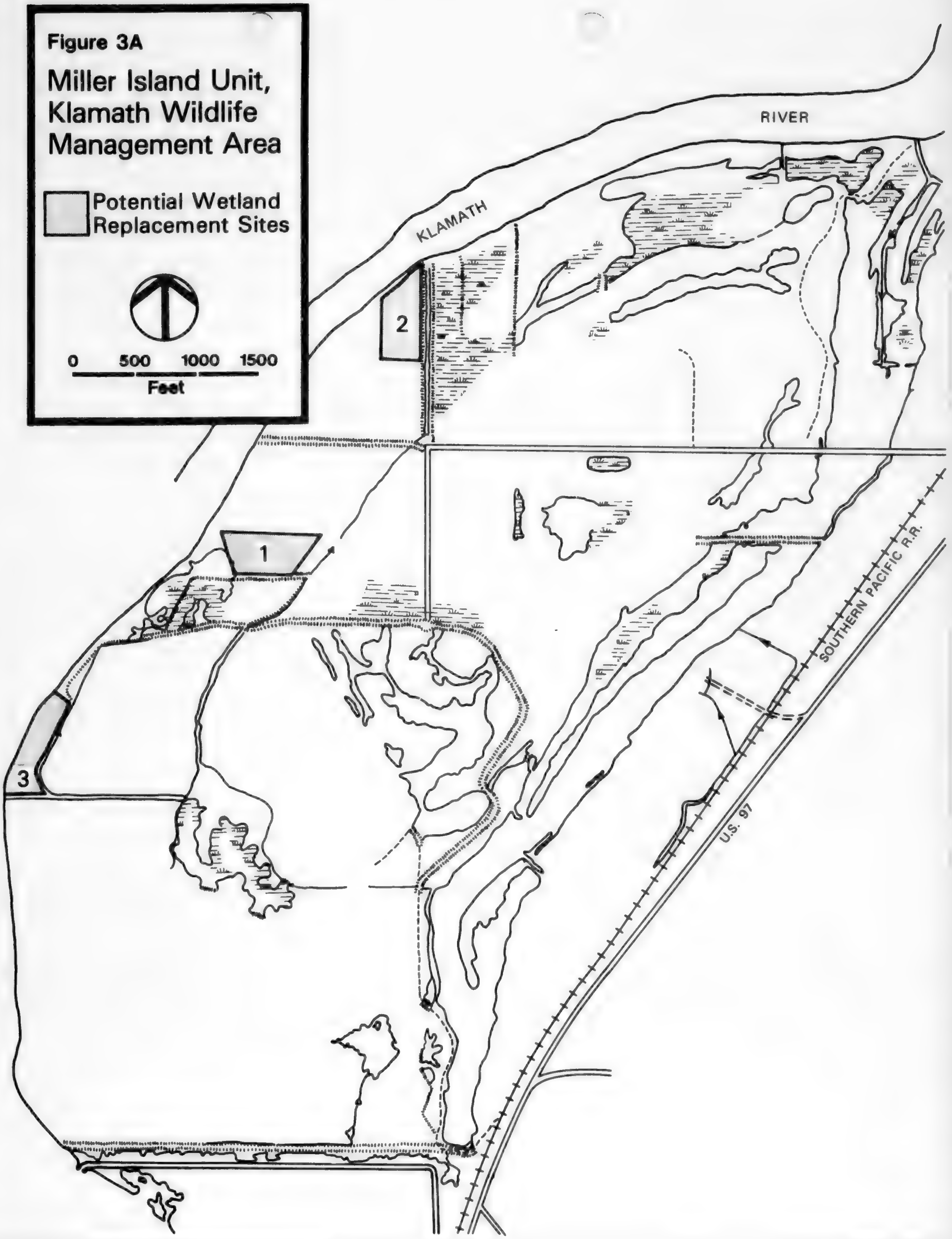


Figure 3A

Miller Island Unit, Klamath Wildlife Management Area

▨ Potential Wetland Replacement Sites
0
500
1000
1500
Feet
KLAMATH
RIVER
1
2
3
SOUTHERN PACIFIC R.R.
U.S. 97

Wetland impacts along the truck route will be minimized in several ways. By locating the alignment adjacent to the railroad fill, there will be less impact than if the road was constructed through the center of the marsh. Also, the route west of the tracks will take fewer acres of wetland than one on the east side. Steep fill slopes or retaining walls could be used to reduce the area impacted. During construction, sedimentation ponds could be set up to keep muddy water out of adjacent marshes. Existing drainage patterns will be preserved by suitable placement of culverts. In order to reduce the long-term erosion from new fill areas, they will be replanted or reseeded, after mulching. The remaining wetland areas could be enhanced by such construction activities as creating more open water and construction of nesting islands.

5. Mitigation

Unavoidable wetland impacts (described in Part 3) will be mitigated by replacement. Approximately 13 acres of wetlands will be required for the projects and will be compensated for by creating approximately 16 acres of wetland on the Miller Island State Wildlife Refuge (4 miles southwest of the Alternative 1 crossing). It was felt that creating new wetland pockets on Miller Island, a state wildlife refuge, would be preferable to improving privately-owned wetlands, although, many times local people prefer replacement wetlands close to those areas impacted, rather than several miles away.

Three possible sites on Miller Island were identified in cooperation with the State Fish and Wildlife Department; see Figure 3A. The new marsh will consist of a shallow pond with scattered low mounds, artificially created, and seeded with wheatgrass; see Figure 4A. This type of waterfowl habitat has worked well in other areas. The replacement wetland would be administered by the Oregon Department of Fish and Wildlife, ensuring the continued maintenance of the area as wetland, which would not be certain if under private ownership.

6. Technical Coordination

A meeting was held on June 28, 1978 in Klamath Falls with representatives of the Oregon Department of Transportation, the County Highway Department, and the Department of the Interior. The corridors of the proposed truck route and Alternative 1 were looked at to observe the wetlands impacted and possible locations for mitigation along the route. A visit was also made to the Oregon Department of Fish and Wildlife Refuge on Miller Island. Ray Johnson, the manager of the refuge,

WETLAND FINDING

Klamath Falls Southside Bypass

This statement sets forth the basis for determination that there is no practical alternative to the use of the wetlands described in the attached "Wetlands Analysis" for the proposed Federal-aid highway project, and that the highway proposal includes all possible planning to minimize harm resulting from such use. This determination is made pursuant to the interim guidance and procedures issued for the implmentation of Section 2 of Executive Order 11990.

Project Description

This project proposes to construct a bypass on the south edge of Klamath Falls, extending 5.9 miles from U.S. 97 to Oregon 39. The bypass will have 2 lanes and 12-foot shoulders. One-third of the length will be a widening of Johns Avenue. Most of the project will be along a new alignment, including a bridge across the Klamath River. A north-south truck route is planned, connecting downtown Klamath Falls with the bypass.

Wetlands in the Vicinity

Wetland areas are fairly common within 25 miles of the project. Significant wetland areas include large national wildlife refuges important for waterfowl. Others are small cattail and bulrush marshes close to the project, lying along the shores of Lake Ewauna. These occupy less than 50 acres each and are classified as palustrine, emergent wetlands under the Department of Interior system. Other less significant wetlands include the irrigation and drainage ditches which are common in the Klamath Falls area.

Wetland Involvement

Direct impacts on wetlands due to the bypass would be very small, totalling 0.8 acres. These include eleven sections of drainage and irrigation ditches which would be replaced by culverts. The marshes on Lake Ewauna, in the area of the new bridge, would not be directly impacted by bridge piers or fill. However, there could be some minor disturbance of adjacent wetlands during construction, such as by siltation. The wetland impacts of the bypass are insignificant in terms of their size, relative to other wetlands in the vicinity, and are generally poorly suited as waterfowl habitat.

A larger impact on wetlands would result if the truck route is built. Part of a sizable cattail and bulrush marsh would be filled in just west of the Southern Pacific tracks. This would involve 12 acres of wetlands or 24% of this wetland parcel. However, there are 41 acres of comparable marsh in the vicinity, east of the tracks. There could be minor indirect impacts on the marsh during construction, such as by siltation.

Alternatives Considered

1. No-Action:

If the project is not built, there will be no wetlands impacts.

2. Alternative that avoid Wetlands:

Because of the widespread presence of ditches in the area, it would be nearly impossible to find a practicable build alternative which would affect no wetlands at all.

3. Alternatives to Do Least Harm to Wetlands:

Any alternative for the southside bypass would involve some small impacts on ditch wetlands. The larger wetlands along Lake Ewauna, valuable as waterfowl habitat, have been avoided by the selected build alternative (although the truck route would impact some of them). The symmetrical widening along Johns Avenue minimizes impacts on the adjacent ditches. The proposed truck route location requires less filling of wetlands than a route farther to the east or west. In addition, the truck route's impacts are less with the selected alternative (Alternative 1) than with other bypass alternatives, which lie farther south. Both the selected build alternative and the associated truck route have been located so as to do least harm to wetlands.

Measures to Mitigate Adverse Impacts

Most of the unavoidable direct impacts on wetlands will be mitigated by replacement. Roadside ditch wetlands will be filled in and replaced by similar ones adjacent to the new highway fill.

Should the truck route be constructed, the 13 acres of total wetland impacts will be compensated for by creating 16 acres of wetland ponds on the Miller Island State Wildlife Refuge. This is located 4 miles southwest of the proposed bypass. In cooperation with the Miller Island Refuge Manager, 3 possible sites have been identified on Miller Island. The new marshes will consist of shallow ponds with scattered low mounds, artificially created, and seeded with wheat-grass. This type of waterfowl habitat has been successful in other areas. The replacement wetland would be administered by the Oregon Department of Fish and Wildlife, assuring the continued maintenance of the area as wetland. Maintenance would be less certain if replacement had been proposed on property under private ownership.

During construction, erosion and siltation of adjacent wetlands will be minimized by control measures. Heavy equipment will be kept out of the wetlands outside the construction zone, and exposed slopes will be seeded and mulched to reduce erosion.

Conclusion

The only wetlands directly affected by the bypass are small sections of irrigation ditches. The truck route will have a larger impact, which will be compensated by replacement. The truck route location causes less impact to wetlands than other possible routes in the area. Indirect impacts on remaining wetlands would be small. Based on the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

APPENDIX B

LETTERS COMMENTING ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION AD ISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108

RECEIVED
ENVIRONMENTAL
SECTION
MAR 20 1978

MAR 1

Mr. Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
Salem, OR 97310

Dear Mr. Potter:

This is in response to your letter of March 13, 1978, which transmitted the draft environmental impact statement for the Klamath Falls Southside Bypass connected with U.S. Highway 97 near Klamath Falls Municipal Airport.

We recommend that specific recognition be given to Klamath Falls Municipal Airport as it relates to the proposal. It is expected that the airport will continue to be an economic base for the area, and the proposed bypass would enhance surface access to airport facilities.

We note the draft document indicates that highway-related development will occur in the area of the intersection of Altamont Drive and the bypass. In this connection, the approved Airport Layout Plan, copy enclosed, indicates that existing avigation easements prohibit structures over much of this area.

We request close coordination during the future highway design study with the City of Klamath Falls, the Oregon State Aeronautics Division, and this office. This is needed to insure that the future operation of the airport is not impaired.

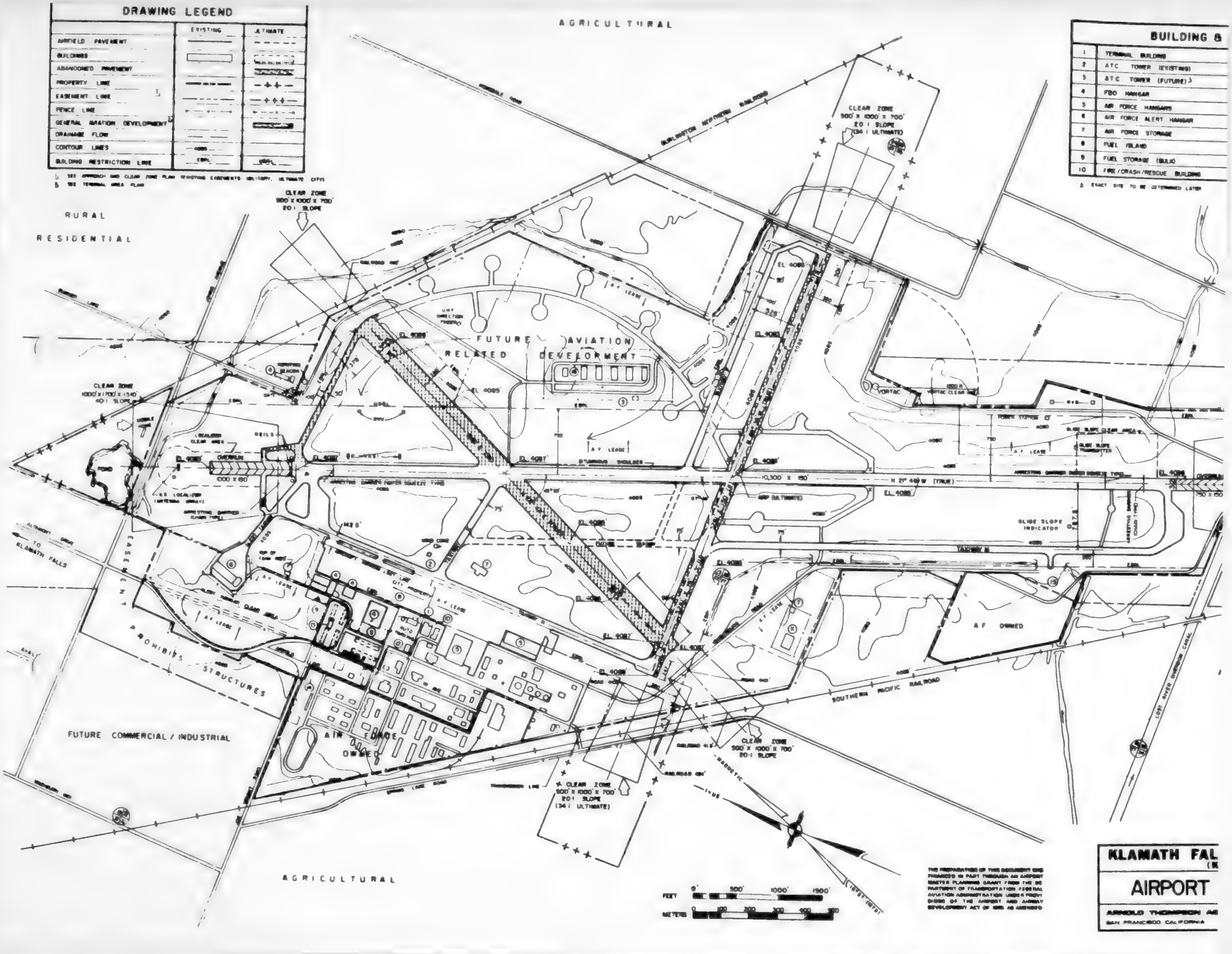
Sincerely,

George L. Buley

GEORGE L. BULEY
Chief, Airports Planning Branch, ANW-610

Enclosure

cc: Mr. Paul Burket
Mr. Phil Rand
Mr. Glen Green, w/enc.


DRAWING LEGEND
EXISTING
ULTIMATE
AIRFIELD PAVEMENT
BUILDINGS
ABANDONED PAVEMENT
PROPERTY LINE
EASEMENT LINE
FENCE LINE
GENERAL AVIATION DEVELOPMENT
DRAINAGE FLOW
CONTOUR LINES
BUILDING RESTRICTION LINE
SEE APPROACH AND CLEAR ZONE PLAN (EXISTING EASEMENTS MILITARY, ULTIMATE CITY)
SEE TERMINAL AREA PLAN
BUILDING &
1 TERMINAL BUILDING
2 ATC TOWER (EXISTING)
3 ATC TOWER (FUTURE)
4 FBO HANGAR
5 AIR FORCE HANGARS
6 AIR FORCE ALERT HANGAR
7 AIR FORCE STORAGE
8 FUEL ISLAND
9 FUEL STORAGE (BULK)
10 FIRE/CRASH/RESCUE BUILDING
EXACT SITE TO BE DETERMINED LATER
AGRICULTURAL
RURAL RESIDENTIAL
CLEAR ZONE 900' X 1000' X 700' 20:1 SLOPE
CLEAR ZONE 900' X 1000' X 700' 20:1 SLOPE (34:1 ULTIMATE)
CLEAR ZONE 1000' X 1700' X 1510' 40:1 SLOPE
BURLINGTON NORTHERN RAILROAD
FUTURE AVIATION RELATED DEVELOPMENT
EL 4085
EL 4087
EL 4086
EL 4088
10,300' X 150'
N 21° 40' W (TRUE)
ARRESTING BARRIER (WATER SQUEEZE TYPE)
ARRESTING BARRIER (CHAIN TYPE)
GLIDE SLOPE INDICATOR
VORTAC
TAXIWAY B
750 X 150
POND
1000 X 150
OVERRUN
EASEMENT PROHIBITS STRUCTURES
TO KLAMATH FALLS
FUTURE COMMERCIAL / INDUSTRIAL
AIR FORCE OWNED
A F OWNED
A F LEASE
SOUTHERN PACIFIC RAILROAD
LOST RIVER DIVERSION CANAL
MAGNETIC
TRUE
FEET 0' 500' 1000' 1500'
METERS 0 100 200 300 400 500
THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN AIRPORT MASTER PLANNING GRANT FROM THE DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION UNDER PROVISIONS OF THE AIRPORT AND AIRWAY DEVELOPMENT ACT OF [illegible] AS AMENDED
KLAMATH FAL
AIRPORT
ARNOLD THOMPSON A
SAN FRANCISCO CALIFORNIA

United States Department of the Interior
OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

May 4, 1978

ER-78/244

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center Suite 100
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Green:

This responds to a request from the Oregon Department of Transportation for Department of the Interior comments on the draft environmental statement for FAS-959, Klamath Falls Southside Bypass, Klamath County, Oregon.

General Comments

While the document generally describes the impacts associated with the immediate project area, we believe the overall approach taken to document impacts of the Southside Bypass constitutes a "segmenting" of the project. Page 1-1 indicates for purposes of impact assessment it is assumed the second (central) segment and the truck bypass have already been completed. Page 1-2 also states, "Primary impacts will be discussed for only the westerly segment of the bypass from Highway 97 to Washburn Way."

We believe this limiting of impact assessment to only one of three segments constitutes an incomplete analysis of potential overall project impacts. Even though, as stated on pages 1-1 and 1-2, the central segment and the truck bypass would be built by Klamath County without Federal assistance, they would, in fact, owe their relevance to the overall bypass concept of which this Federally-assisted project would be an integral part. Therefore, we contend that all three bypass segments and the truck route along the environmentally sensitive Lake Ewauna should be the rightful subject and scope of this draft statement. We believe the statement should provide impact assessment of the entire project so that adequate analysis of all alternatives can be made. Without that analysis, we do not feel this document will comply with Sections 101(b) and 102 2(c) of the National Environmental Policy Act. Because of the obvious absence of necessary information, with respect to the other two segments and the truck route, we do not concur with the assessment of no potential Section 4(f) involvement or impacts.

MAY 05
OREGON DIV

We are aware of several Federal court cases where the court decided that a NEPA environmental statement was required on a segment of highway to be constructed without Federal funds since the segment would not have independent utility without another segment for which the State sought Federal funds (Hawthorn Environmental Preservation Association v. Coleman; 10 ERC 1176). It seems to us that the thrust of this decision is relevant also to this project.

We note that the preferred alternative would require construction of a new bridge across the Klamath River and that two other construction alternatives would require modification of the "existing Highway 97 crossing area." In addition, all three construction alternatives would impact wetlands. Accordingly, our comments do not preclude an additional and separate evaluation by the U. S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.), if eventual project development requires a permit from the U. S. Coast Guard and/or the Corps of Engineers, U. S. Army (Sections 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P. L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement, and other authorities. In review of permit applications, the Fish and Wildlife Service may concur, with or without stipulations, or object to the proposed work, depending on specific construction practices which may impact fish and wildlife resources.

The statement exhibits a general weakness by downplaying wildlife resources and the value of habitat that would be impacted by the project. This applies especially to wetlands and gives the false impression that project construction can proceed without further consideration of fish and wildlife. There is also a tendency to indicate that wildlife will relocate when habitat is destroyed and that no losses will occur. This general assumption is not biologically sound. As a matter of fact, most if not all displaced wildlife will be lost because surrounding habitat is either filled to capacity or inadequate because of specific requirements.

Specific Comments

Page 1-1, paragraph 1. This paragraph indicates the design capacity for segment 1 is 6,000 to 8,000 vehicles per day (level of service "C"). Paragraph 1 on page 2-3 indicates the bypass would be a controlled-access route designed to accommodate traffic volumes of 1,800 vehicles per day by 1981 and 2,700 by 1994. This apparent discrepancy should be resolved.

Page 1-3, paragraphs 3 and 5. These paragraphs refer to wetland filling along Lake Ewauna and state that the habitat "is not considered significant to the area." To the contrary, the outstanding wildlife values of

Klamath Basin are largely the product of many such small wetland areas and are subject to protection by State and Federal regulations. It is suggested that the wording in these paragraphs be changed to generally indicate that "these wetlands provide valuable habitat for several wildlife species and a separate analysis of impacts would have to precede construction of the proposed truck route through the area."

Page 3-7, Floodplain, paragraph 2, last sentence. Figure 4 shows approximate area inundated. It does not show flood levels, as stated in this sentence.

Page 3-10, paragraph 1. The last sentence implies that the wetland areas along the Klamath River and Lake Ewauna are not important wildlife habitat. This conclusion is not substantiated, and the sentence should either (1) be deleted from the final statement, or (2) be modified to indicate that the wetlands contribute to the extensive fish and wildlife resources of the area.

Pages 3-10, Rare and Endangered Species. This section should be expanded to show that the bald eagle is now Federally classified as Threatened in Oregon. This became effective on March 16, 1978, following a final rulemaking of the Fish and Wildlife Service, U. S. Department of the Interior (Federal Register, February 14, 1978). The following general sentence is suggested to be inserted between sentences two and three in the draft:

> The bald eagle was listed by the U. S. Fish and Wildlife Service as Threatened in Oregon in a March 1978 rulemaking and is now subject to the protective provisions of the Endangered Species Act of 1973.

Summary Comments

We find no indication that the proposed project (Segment 1) would be constructed independently of the other segments and the truck bypass. Therefore, we believe the proposed project is without logical terminal points and constitutes undue segmentation of the bypass. The intent of NEPA and Section 4(f) is to fully disclose the environmental impacts of the proposal. Therefore, we believe the impacts of constructing the entire bypass and the associated truck route should be addressed.

Sincerely yours,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

Environmental Section
May 15, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Allen
Larry Asbury
David Carter
John Gunter-Dist. 11
Glen Green

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 623

Glen Green, Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

We have completed our review of your draft environmental impact statement for the Klamath Falls Southside Bypass in Klamath Falls, Oregon. We would like to submit the following comments for your consideration.

Drinking Water

From a drinking water perspective we can see no primary impact from the project. However, there may be secondary impacts on water supply in the area to the degree that the project encourages development (residential, commercial and industrial) which might not otherwise occur. Water supply in the project area is from ground water and a significant portion of the residences have individual wells. There is already a history of some ground water contamination in the area which further development would probably aggravate. At least a portion of any future development would probably utilize on-site disposal which has potential to increase contamination of the ground water even though DEQ would closely monitor the siting, design and installation of disposal systems.

Noise

The DEIS presents a rather detailed analysis of existing and predicted noise levels in the project locale, however it does not explain whether the L_{10} levels are for peak or off-peak traffic hours.

We suggest that the final EIS identify those residences, along each alternative, that will receive noise levels in excess of L_{10} 70 dBA

RECEIVED
APR 10 1978
OREGON DIVISI

or increases in ambient noise of 0-5 dBA, 5-10 dBA, and greater than 10 dBA as a result of this project. We feel that this method of determining the degree of impact is more exact than predicting the L_{10} noise level at various distances from the roadway.

The final EIS should also identify those residences which will be subjected to construction noise and discuss the mitigation of construction noise. Methods available to limit noise due to construction activities are:

1. the use and maintenance of properly operating mufflers and quieting devices

2. the use of quietest available machinery and equipment

3. the use of electric equipment in preference to gas, diesel or pneumatic machinery

4. locating construction equipment as far from nearby noise sensitive properties as possible

5. shutting off idling equipment

6. limitation of construction hours to coincide with the normal workday period, e.g. 8:00 a.m. to 6:00 p.m.

7. scheduling the noisiest operations near the middle of the day, and notifying nearby residents whenever extremely noisy work will be occurring

8. the use of permanent or portable barriers around point noise sources.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-2 (LO - Lack of Objections; 2 - Insufficient Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact Dennis Ossenkop, of my staff, should you have questions or desire further information regarding our comments. He can be reached at (206) 442-1595 or (FTS) 399-1595.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

DEQ Noise Control Section Comments on the
Draft E.I.S. for Klamath Falls Southside Bypass
Project #7803-4-670

Ranking of Alternatives: The following is a ranking of the alternatives based on the number of houses impacted by noise:

a. Alternative 1

b. Alternative 2

c. Alternative 3

The first alternative (Alternative 1) has the least noise impact potential, and the last alternative (Alternative 3) has the most noise impact. The above ranking does not take into consideration the effect of mitigation measures on the alternatives.

Discussion of Project Noise Levels and Mitigation Measures

The houses along Johns Avenue will experience a very large noise impact no matter which of the three alternatives is chosen if no mitigation measures are constructed. In addition, if Alternative 3 is chosen, the houses along Joe Wright Road will also receive similar large noise impacts.

There are two components to these noise impacts:

1. There will be a large relative increase in noise levels from the existing levels, and

2. The future noise levels themselves are very high.

The Federal noise standards only regulate the maximum L_{10} noise level a highway produces. These standards do not place any restrictions on amount of increase in noise levels a roadway causes. The relative increase in noise levels is as important in evaluating impacts as is the absolute noise levels. In addition, we do not consider the Federal standards protective of the public's health and welfare.

We encourage the Highway Division to construct the mitigation measures to give the maximum possible noise reduction. Noise mitigation measures should not be constructed simply to meet Federal noise standards. Providing the maximum possible noise reduction will mitigate the impact from both the relative increase in noise levels and the absolute amount of the noise level. A five-foot noise barrier, as briefly discussed in the Draft, may not provide adequate noise reduction.

The noise levels for the existing road system are expected to decrease slightly when this project is built. However, the levels along those roads will still be excessively high. U.S. 97 will be exposed to noise levels in excess of

L_{10} = 80 dBA. This is twice as loud as the Federal standards. The final E.I.S. should set forth mitigation measures for these roads.

The lands near the proposed project are now mostly agricultural. We recommend the Highway Division take steps to make sure local land-use plans contain provisions to prevent encroachment of future housing on this highway project.

Recommendations

The DEQ Noise Pollution Control Section recommends the following:

a. The Highway Division use our ranking of alternatives to determine which alternative to construct;

b. The mitigation measure be constructed so as to give the maximum possible noise reduction;

c. The existing road system receive consideration for noise control measures; and

d. The land use planning agencies be encouraged to adopt plans to prevent encroachment of housing onto this project.

Norman L. Jette
May 12, 1978

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
206-442-7260

April 3, 1978

Gary A. Potter
Manager, Environmental Section
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Klamath Falls Southside Bypass in Klamath County, Oregon (FHWA-OR-EIS-78-4-D).

Two of the purposes that Congress declared when it established the Department of Energy by enacting the DOE Organization Act (42 USC 7101) were:

- To achieve, through the Department, effective management of energy functions of the Federal Government, including consultation with the heads of other Federal departments and agencies in order to encourage them to establish and observe policies consistent with a coordinated energy policy, and to promote maximum possible energy conservation measures in connection with the activities within their respective jurisdictions [42 USC 7112(2)]; and,

- To place major emphasis on the development and commercial use of solar, geothermal, recycling and other technologies utilizing renewable energy resources [42 USC 7112(6)].

This Regional Office is utilizing the EIS comment process as one way to assist in achieving the purposes declared by Congress.

EIS's are a most appropriate means to evaluate and present the energy consumptive characteristics consequent to proposed Federal agency actions, alternatives to proposed actions, and proposed mitigative measures. EIS's are also appropriately employed to develop and present energy conservation measures and renewable-resource energy measures which would not only reduce the energy consumed consequent to Federal agency actions but also reduce the nation's dependence on nonrenewable energy resources.

The Council on Environmental Quality Guidelines for the Preparation of Environmental Impact Statements urge that EIS's consider alternatives that will significantly conserve energy, and include energy use and energy conservation among the areas of environmental impact which should be considered in EIS's (just as air quality, water quality, noise, etc., must be considered).

This Office therefore reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also: (1) the adequacy of the EIS's broad consideration of energy use, (2) type of energy use, (3) energy conservation, and (4) efficiency of energy use. We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS does not consider and specify the energy effects associated with the use of the completed project. It is possible, for example, that energy consumption could be reduced through an alternative that minimizes traffic congestion. Or, for another example, the grade profiles of the alternatives may vary, thereby influencing energy consumption over their useful lives. The energy consumed for maintenance might also vary greatly between the alternatives depending on the extent and design of rights-of-way, traffic volumes, and type of pavement. Similarly, the energy utilized by lighting should be considered in the EIS; this can vary greatly with alternative project designs and the type of lighting used. The alternatives should be compared using these or other similar criteria.

This EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities. In order to make some energy comparisons between project alternatives this Office has performed some rough calculations of the energy requirements of the three project alternatives, using general conversion factors between construction costs, type of construction, and energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-80, attached).

The construction of Alternative 1 could require an expenditure of about 500 billion Btu's in fuel and material. Alternative 2, including the Highway 97 bridge replacement, also could require an expenditure of about 500 billion Btu's. Alternative 3, including the bridge replacement, could be the least energy intensive, requiring an expenditure of about 400 billion Btu's. Besides the significant savings of energy that could directly result from use of Alternative 3 (compared to the other alternatives), this alternative also appears to offer the most potential for energy conservation through use of recycled, cold mix, or emulsified asphalt, proper aggregate selection, and use of alternative binding agents (i.e., fly ash). We would therefore encourage that additional attention be accorded to the selection of this least energy intensive alternative.

We would appreciate a consideration of alternative materials, as well as alternative projects in the Final EIS. The Final EIS should also present an evaluation of the use of alternative construction techniques and procedures. Some procedures can greatly alter energy consumption during construction (e.g., using a higher moisture content and lower temperature in hot mix asphalt plants, requiring high loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees).

Additionally, the Final EIS shold indicate that measures will be taken to mitigate excessive or unnecessary energy consumption due to the design, construction, use and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for nonrenewable energy resources should also be addressed in the Final EIS.

Finally, the EIS does not presently consider the energy impacts of the entire Southside Bypass project as a whole. This could be a relevant consideration, especially because of the interrelatedness of factors affecting energy use (e.g., fill material created by construction of one section of the bypass could be used in another section). The EIS also states that a number of factors will be considered when determining the precise final alignment of the bypass (page 5-5). Energy use is not explicitly noted as one of these factors, but some of the factors listed will affect energy consumption, both in construction and use of the bypass.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We hope our comments will be helpful to you in the preparation of the Final Environmental Impact Statement, and in your further consideration of the alternatives. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Jack B. Robertson

Jack B. Robertson
Acting Regional Representative

cc: Lee Johnson, External Affairs Officer, Region X, DOE

Robert Stern, Office of the Assistant Secretary for Environment, Environmental Impact Division, NDOE

Paul Brumby, Office of the Assistant Secretary for Conservation and Solar Applications, Federal Programs Office, NDOE

Louis Lybecker, Regional Administrator, Federal Highway Administration, DOT, Portland, Oregon

Attachment

Environmental Section 4-7-78
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Allen
J. F. Gunter
Glen Green-FHWA
G. A. Potter
David Carter

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (dpl)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE (206) 442-7523/24
FTS 399-7523/24

16476
78-013
24 March 1978

Mr. Gary A. Potter
Manager,
Environmental Section
State of Oregon
Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Potter:

We have reviewed the Draft Environmental Impact Statement for Klamath Falls Southside Bypass, Highway 97 - Washburn Way Section, Klamath County, Oregon (FHWA-OR-EIS-78-4-D). The Klamath River at or near Klamath Falls, Oregon is not considered navigable by the Coast Guard; therefore, no bridge permit will be required and we have no comments to offer on this proposed project.

Sincerely,

G. A. PENINGTON
Commander, U. S. Coast Guard
District Planning Officer
By direction of the District Commander
Thirteenth Coast Guard District

3-29-78
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Allen
J. F. Gunter
Glen Green, FHWA
G. A. Potter
David Carter

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
211 MAIN STREET
SAN FRANCISCO, CALIFORNIA 94105

SPNED-EA

19 April 1978

Mr. Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
Highway Building
Salem, Oregon 93210

Dear Mr. Potter:

Reference is made to your notice of 13 March 1978, requesting review of the Draft Environmental Impact Statement for the Klamath Falls Southside Bypass. Although you originally sent the subject report to our Portland District, it is being reviewed by the San Francisco District because our jurisdiction extends over the Klamath River drainage basin.

Certain elements of the proposed activity may require Corps of Engineers authorization under Section 404 of the Federal Water Pollution Control Act Amendments of 1972. Attached please find a copy of our pamphlet "U.S. Army Corps of Engineers Permit Program; A Guide For Applicants." Specific jurisdictional information can be obtained by contacting our Regulatory Functions Branch at (415) 556-5966.

Your report indicates that Alternatives One, Two and Three would involve the filling of wetlands along Lake Ewauna. The report also indicates that these wetlands are not considered significant. It is suggested, because of the emphasis currently placed on protection of any wetland area, that you contact the U.S. Fish and Wildlife Service and your local fish and wildlife agencies to get their opinions prior to finalization of your project plans. The opinions of these agencies are important considerations in terms of the Corps decisions on permit applications and early coordination has proved to reduce the time required for permit processing.

Thank you for the opportunity to review your report.

Sincerely yours,

H. E. PAPE, JR.
Chief, Engineering Division

1 Inclosure
As stated

APPENDIX C

OTHER LETTERS ON THE
KLAMATH FALLS SOUTHSIDE BYPASS

BOARD OF COUNTY COMMISSIONERS

IN AND FOR THE COUNTY OF KLAMATH, STATE OF OREGON

In the Matter of Adoption)
of the Northerly Route of)
the Southside By-Pass)

RESOLUTION

WHEREAS, the Southside By-Pass has been proposed since 1959, and

WHEREAS, the decision has been made to proceed with construction of the By-Pass and construction has actually begun on the portion of the central segment (Segment No. 2) between State Highway 39 and Homedale Road, and

WHEREAS, the consultant firm of Wilsey & Ham has completed a draft Environmental Impact Statement for the westerly segment (Segment No. 1), and

WHEREAS, the vast majority of public comment received on the dEIS favored Alternate No. 1 (the Northerly Route), and

WHEREAS, the County Roads Advisory Committee, Chamber of Commerce, truckers and timber industry officials, city and county officials all favor Alternate No. 1; now

THEREFORE, IT IS HEREBY RESOLVED that the Klamath County Board of Commissioners adopt the northerly route of Segment No. 1, which is Alternate No. 1 as shown in the Klamath Falls Southside By-Pass Draft Environmental Impact Statement, as the official route of the Southside By-Pass.

DONE AND DATED this 9th day of June, 1978.

KLAMATH COUNTY BOARD OF COMMISSIONERS

Dell Kuonen Chairman of the Board

Floyd L. Wynne County Commissioner

Floyd Gift County Commissioner

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

Victor Atiyeh
Governor

July 25, 1979

Mr. Gary A. Potter
Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

Re: The Dalles/California Highway-
Washburn Way
Southside Klamath Falls Bypass
Determination of Consistency

Dear Mr. Potter:

The Department has completed a review of the Air Quality Analysis Report for the above referenced project. Based upon information supplied by your office, we have calculated a rough estimate of 8-hour average carbon monoxide concentrations. The results indicate that the proposed project would be consistent with the State Implementation Plan.

If you have any questions, please call me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program

HWH:bdm

DEQ-1

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

August 3, 1977

Pieter Dykman,
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

RE: Washburn Way - Green Springs Junction
Klamath Falls, Klamath County

Dear Mr. Dykman:

This letter is in response to the cultural resources survey carried out to assess impact of the above-mentioned project on historic and archeological sites. After a careful review of your proposal, we can offer the following information.

We feel that no historical resources of National Register listing or potential have been identified which are likely to be impacted by this project. We, therefore, feel that Public Law 89-665 and Executive Order 11593 have been complied with as far as historic resources are concerned.

Because this is a sensitive area for archeological resources, a reconnaissance survey is necessary in order to determine potential archeological sites. As required by law, the State Historic Preservation Office must then officially comment on the results of the survey and recommended salvage or other mitigation procedures.

Thank you for this opportunity to comment.

Sincerely,

David G Talbot

David G. Talbot
State Historic Preservation Officer

MB:ko

APPENDIX D
BIBLIOGRAPHY

Bureau of Indian Affairs, "Briefing Paper on Klamaths" U.S. Department of Interior, Portland, Oregon, 1974.

Brian, Kangas, Foulk and Associates for Wilsey & Ham, "Klamath Falls Southside Bypass Study, Origin-Destination Survey." Klamath County Public Works Department, Klamath Falls, Oregon, 1978.

Corps of Engineers, Personal Communication. San Francisco District Office, September 29, 1977.

Department of Fish and Wildlife, Personal Communication, Central Oregon District Office, Klamath Falls, Oregon, August, 1977.

Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors*. AP-4Z.

Institute of Traffic Engineers, *Transporation and Traffic Engineer Handbook*.

Oregon Department of Environmental Quality, Personal Communications. Klamath Falls and Salem Offices, 1977.

Oregon Department of Transporation, "A Limited Origin-Destination Study Conducted in the City of Klamath Falls." Salem, Oregon, 1970 and 1977.

Oregon Department of Transportation, *Statewide Inventory of Historic Sites and Buildings*. State Historic Preservation Office, Salem, Oregon.

Petersen, N.V., McIntyre, J.R., "The Reconnaissance Geology and Mineral Resources of Eastern Klamath County and Western Lake County, Oregon." State Department of Geology and Mineral Industries Bulletin 66, 1970.

Petersen, N.V., Personal Communication, State Department of Geology and Mineral Industries, Grants Pass, Oregon. September 25, 1977.

Reed, R., Personal Communication. Pacific Power and Light Company, Portland, Oregon, September 28, 1977.

State of Oregon Employment Division, "The Klamath County Economy: Status and Prospects." May, 1977.

Continued

U.S. Department of Interior, _National Register of Historic Places_. U.S. G.P.O., Washington, D.C.

U.S. Geological Survey, "Water Resources Data for Oregon Water Year 1976." U.S. Geological Survey Water-Data Report OR-76-;. 1976.

Reds: Nations Risk Detente Page 2

Herald and
Thursday, February 7, 1980— No. 12,139—38 pages, 2 sections. Klamath Falls, Oregon—C

Bypass Gets State G

By CAROL SISCO
H&N Staff Writer

The long awaited South Side Bypass — connecting Highways 39 and 97 — should be completed by 1987, and work will begin immediately on a temporary truck route that could remove trucks from Main Street by fall.

Today Klamath County Commissioners announced the state Highway Division will let bids for structures in 1985, including a bridge across the Klamath River. Roadbed construction will be coordinated to allow one paving contract for the entire length between Washburn Way and Highway 97 when the structures are completed, according to Commissioner Alvin Cheyne. The bypass is already in use from Highway 39 to Washburn Way.

Commissioners also said they will begin work on a temporary truck route as soon as a bridge can be constructed on Joe Wright Road. The route will run from South Sixth Street to Washburn Way to Joe Wright Road to Highway 97, according to Commissioner Floyd Wynne.

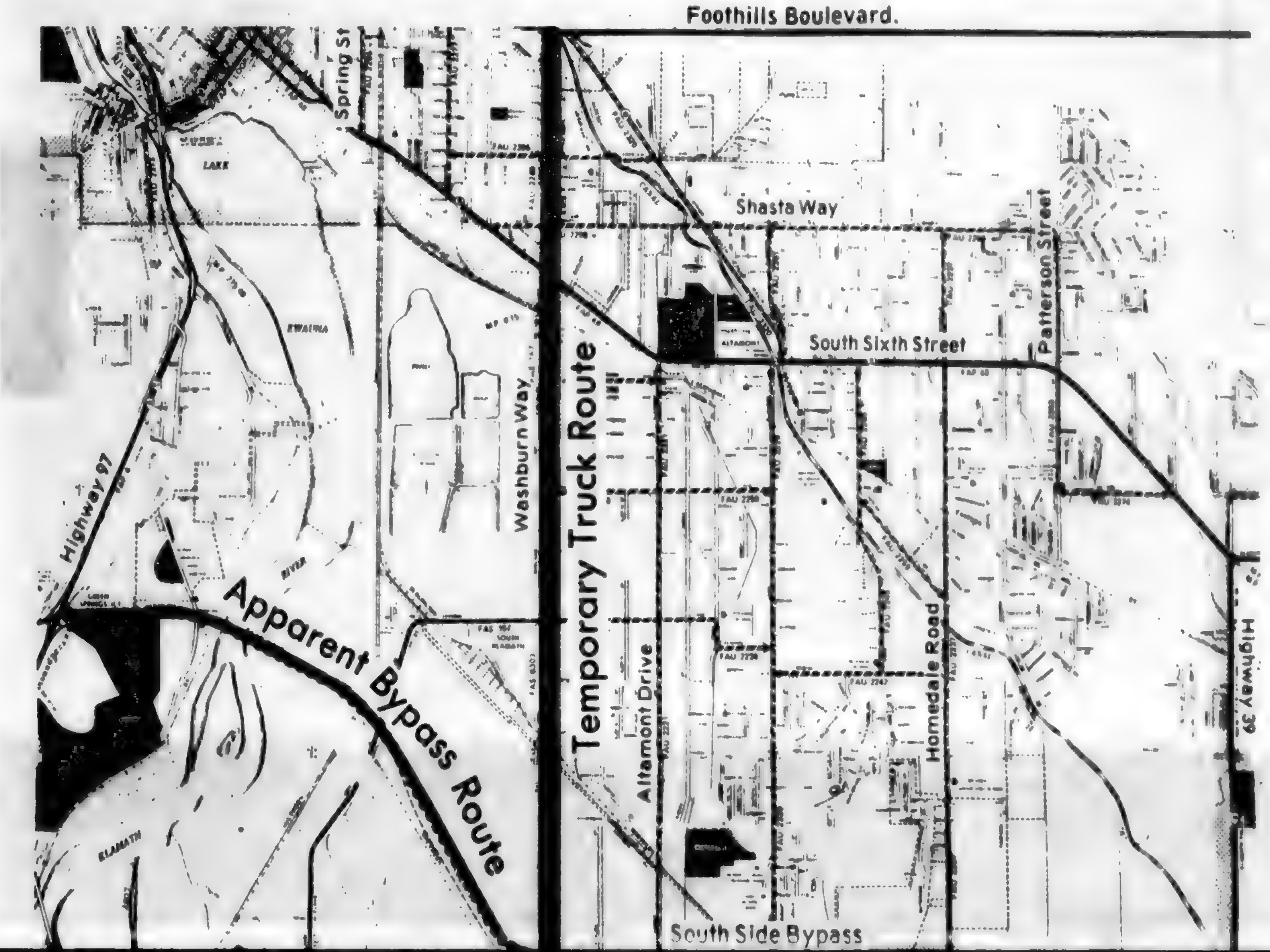
The bypass was first discussed as far back as 1960, said Cheyne, who served on the Roads Advisory Committee at that time. Construction has been completed to Washburn Way but was halted there when the state did not place the final section between the Midland Secondary and Highway 97. However, following recent hearings throughout the state, the state agreed to the bypass.

Cheyne said the entire ve
been a cooperative effort
number of agencies. He
troduced Mayor George Flitc
Manager Jim Watson, me
Klamath County Chamber
merce transportation commi
John Gunter, state Highway
resident engineer.

The truck route has been
with the proposed bypass
years, according to Wynne,
the county committed itself to
truck route when the byp
approved.

"We feel we can proceed n
will take the cooperation of
state and county to make
route operative." Specifica
being drawn now for the Jo
Road bridge by Public Works
Earl Kessler, according to Wy

Watson said the city had pla



Reds: Nations Risk Detente Page 2

Herald and

Thursday, February 7, 1980— No. 12,139—38 pages, 2 sections. Klamath Falls, Oregon—

Bypass Gets State

By CAROL SISCO
H&N Staff Writer

The long awaited South Side Bypass — connecting Highways 39 and 97 — should be completed by 1987, and work will begin immediately on a temporary truck route that could remove trucks from Main Street by fall.

Today Klamath County Commissioners announced the state Highway Division will let bids for structures in 1985, including a bridge across the Klamath River. Roadbed construction will be coordinated to allow one paving contract for the entire length between Washburn Way and Highway 97 when the structures are completed, according to Commissioner Alvin Cheyne. The bypass is already in use from Highway 39 to Washburn Way.

Commissioners also said they will begin work on a temporary truck route as soon as a bridge can be constructed on Joe Wright Road. The route will run from South Sixth Street to Washburn Way to Joe Wright Road to Highway 97, according to Commissioner Floyd Wynne.

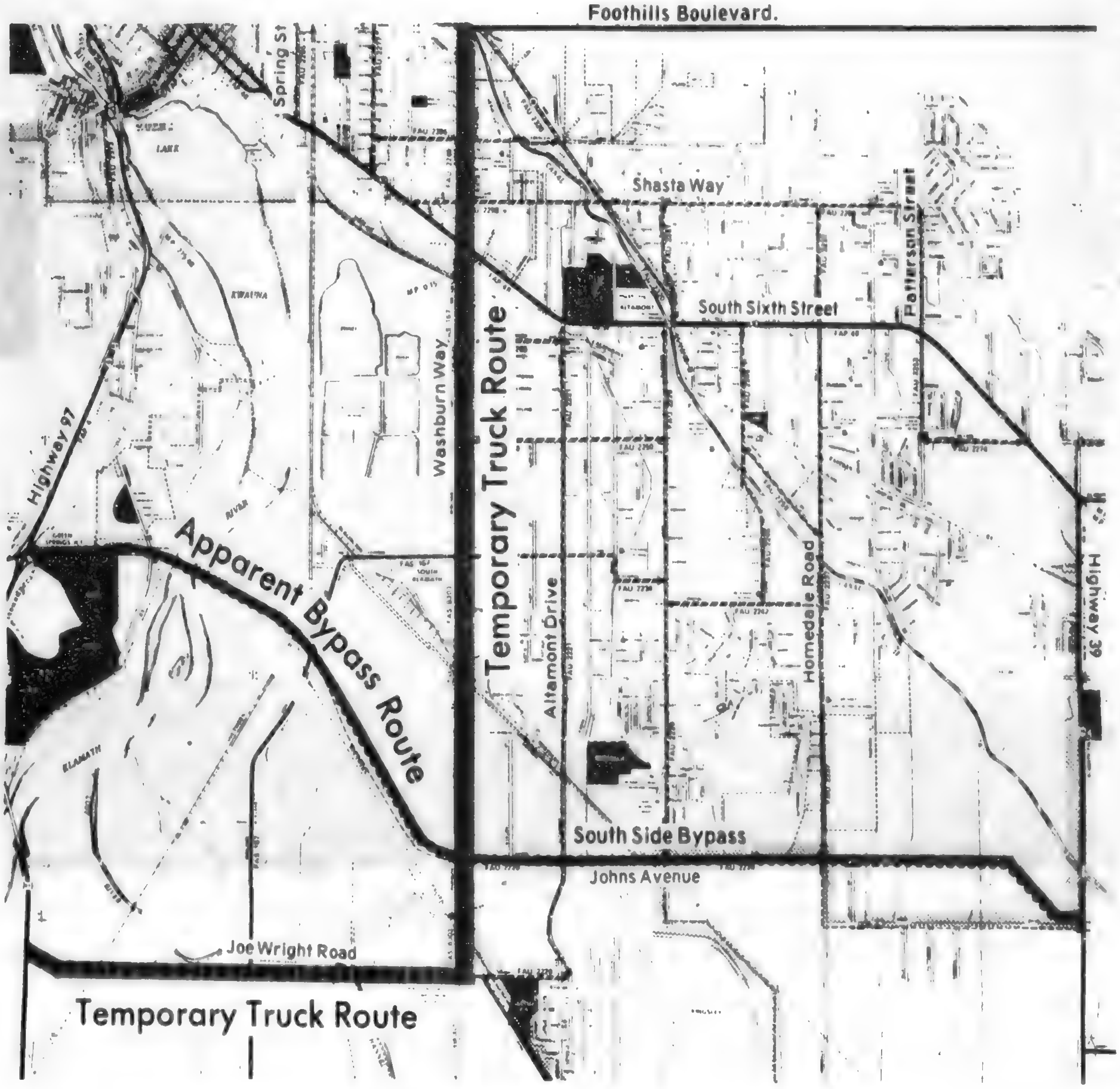
The bypass was first discussed as far back as 1960, said Cheyne, who served on the Roads Advisory Committee at that time. Construction has been completed to Washburn Way but was halted there when the state did not place the final section between the Midland Secondary and Highway 97. However, following recent hearings throughout the state, the state agreed t the bypass.

Cheyne said the entire v been a cooperative effort number of agencies. He troduced Mayor George Fli Manager Jim Watson, m Klamath County Chambe merce transportation comm John Gunter, state Highwa resident engineer.

The truck route has been with the proposed bypass years, according to Wynne the county committed itself t truck route when the by approved.

"We feel we can proceed will take the cooperation o state and county to make route operative." Specific being drawn now for the Road bridge by Public Work Earl Kessler, according to W

Watson said the city had p


Foothills Boulevard.
Spring St
Shasta Way
South Sixth Street
Patterson Street
Washburn Way
Temporary Truck Route
Highway 97
Apparent Bypass Route
Altamont Drive
Homedale Road
Highway 39
South Side Bypass
Johns Avenue
Joe Wright Road
Temporary Truck Route

Large red line indicates the temporary truck route and the smaller red line shows the apparent South Side Bypass extension.

5-2-80
DEPT. OF TRANS. HI-WAY DIV. REG. 4
P.O. BOX 5309
BEND, OR. 97701

ald and News

o. 12,139—38 pages, 2 sections. Klamath Falls, Oregon—One quarter daily, Two quarters Sunday.

Both Sexes' Draft Sought Page 7

ets State Green Light

Way to Joe Wright Road to Highway 97, according to Commissioner Floyd Wynne.

The bypass was first discussed as far back as 1960, said Cheyne, who served on the Roads Advisory Committee at that time. Construction has been completed to Washburn Way but was halted there when the state did not place the final section between the Midland Secondary and Highway 97. However, following recent hearings throughout the state, the state agreed to construct the bypass.

Cheyne said the entire venture has been a cooperative effort among a number of agencies. He then introduced Mayor George Flitcraft, City Manager Jim Watson, members of Klamath County Chamber of Commerce transportation committee, and John Gunter, state Highway Division resident engineer.

The truck route has been connected with the proposed bypass for many years, according to Wynne, who said the county committed itself to begin the truck route when the bypass was approved.

"We feel we can proceed now but it will take the cooperation of the city, state and county to make the truck route operative." Specifications are being drawn now for the Joe Wright Road bridge by Public Works Director Earl Kessler, according to Wynne.

Watson said the city had plans for an interim truck route and has received "no opposition" from area truckers. "When the bridge is ready, we'll have the signs up and the needed street work accomplished."

The main concern is to "work up a plan and progress on it," Gunter said. "I see no reason the truck route can't be initiated when the bridge is completed."

Area residents have wanted the bypass for many years, according to Gunter, who said "it's a warming thing to see something accomplished after so many years of working together."

Wynne described the overall project as "a total community effort."

"It is a great day when we find ourselves in a position where we can see the solution to major problems Klamath Falls has faced for many years," Cheyne added. Cheyne also thanked everyone attending for their support when he was on the Roads Advisory Committee.

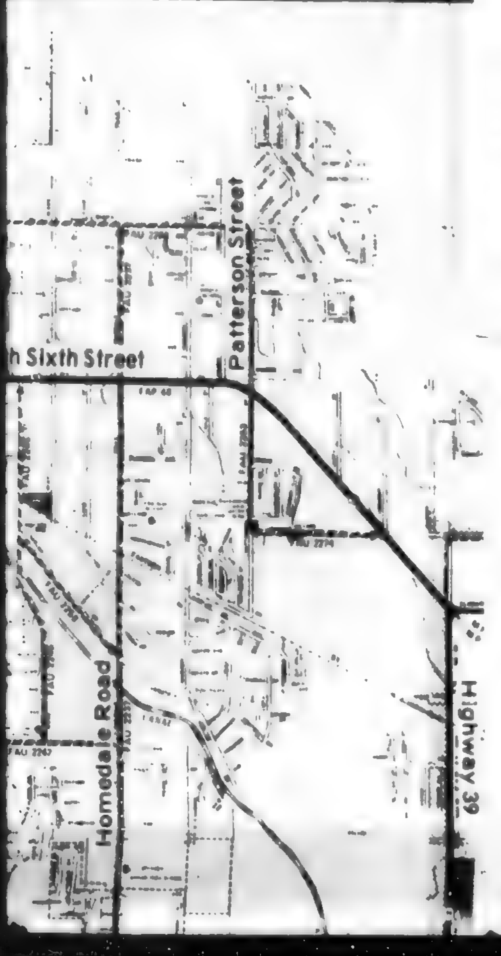
Earlier, commissioners and city officials had said the state would probably require a number of trade-offs in order to build the bypass, meaning the city and county would take over several state-maintained roads.

Today Cheyne said he couldn't announce the actual trade-off yet because "they aren't set in concrete. We've had some discussion on them and they look favorable."

Last March Watson said the city would probably be asked to assume jurisdiction of South Sixth and South Fifth streets from the overpass into town, on Main Street and on Klamath Avenue. Kessler expected requests for the county to take over Sun Mountain Road, Modoc Point Secondary, and either Midland Road or Cross Road.

The county needs to purchase more right-of-way before construction can begin, according to Cheyne. He also said county crews will work on the roadbed as time allows.

ward.



1985 The Dalles / California-Wash-10,171
burn Wy. Sec. of (South Side Bypass) @
Klamath Falls. (Gr, pv, st, & sign) #3

~~C&A 5919 12-15-76~~

PLA 6

[illegible] 7-4-1
[illegible] Falls P

STATE OF OREGON

INTER-OFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 10, 1979

FROM: Dale D. Allen
Region Engineer

SUBJECT: Six-Year Meetings
Klamath Falls
SouthSide ByPass

Attached is the original copy of a letter signed by all members of the Klamath Board of Commissioners and the Mayor of Klamath Falls. The letter outlines a proposal involving highway exchanges and construction obligations between the County, State, and City to complete the SouthSide ByPass.

Briefly, the proposal is as follows:

City........Assumes maintenance of State highways downtown, 2 miles ± 2.67

County......Assumes maintenance of three state highways (or portions, 24 miles. County performs remaining grading and paving work. County provides funds to acquire right of way. 24.08

State.......Designs and constructs river and railroad structures.

This letter should be attached to my December 6 submittal on the Six-Year Plan meetings in Region IV.

DA:mr

encl

cc: Mike Hollern
Dave Moehring
Don Harwell

Contains
Recycled
Materials
81-125-1387

DmH

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE DEC 10 1979 RDE
RBE

Klamath County ~ Board of Commissioners

COURTHOUSE ANNEX — 503-882-2501 — KLAMATH FALLS, OREGON 97601

ASSIGNED

December 7, 1979

Mr. Dale D. Allen
Region Engineer
Highway Division, Region 4
P.O. Box 5309
Bend, Oregon 97701

Dear Dale:

The County Commissioners would like to thank you very much for your letter of November 30, 1979 and for the suggested changes in the County's proposal to obtain the Southside Bypass.

The County will provide funds to acquire the right-of-way from Washburn Way to the Greensprings junction.

Klamath County and the City of Klamath Falls have agreed to the road exchange as follows:

1. The City of Klamath Falls will assume the maintenance of Klamath Falls-Malin and Esplanade spurs, excluding the structures. (See map)

2. Klamath County will assume the maintenance of Highway 427 Modoc Secondary, Highway 423 lower Klamath Secondary, and a portion of Highway 422 Chiloquin Secondary from Milepost 5.34 to 9.51. With this road exchange, the structure that is scheduled in 1981 on Highway 427 must be constructed as scheduled. The exchange would be finalized when the Southside Bypass was opened to traffic.

The County would retain its FAS-C funds and do all grading work on the following schedule:

1. Force account the portion of the Southside Bypass from Washburn Way to the river during the years of 1980, 1981, and 1982. Contract in the first quarter of 1982, the grading portion from the river to Greensprings junction with our FAS-C funds. If the structures could be placed in the 1982 construction program of the State Highway Department, we could hope the contract could be let in the first quarter along with the grading contract. We would request that the bridge over the railroad be at least 48 feet to accomodate turn pockets.

AN EQUAL OPPORTUNITY EMPLOYER

When the structures are completed, either in the Summer of 1983 or 1984, the County would contract the paving from Washburn Way to the Greensprings junction.

The Commissioners and City Council would like to express their thanks to you for your assistance in attempting to obtain the completion of the much needed Southside Bypass by making this the number one project in your region.

If additional information is needed, please contact either the Chairman of the Board of Commissioners or the Mayor of Klamath Falls, and we will supply you with needed information.

Sincerely,

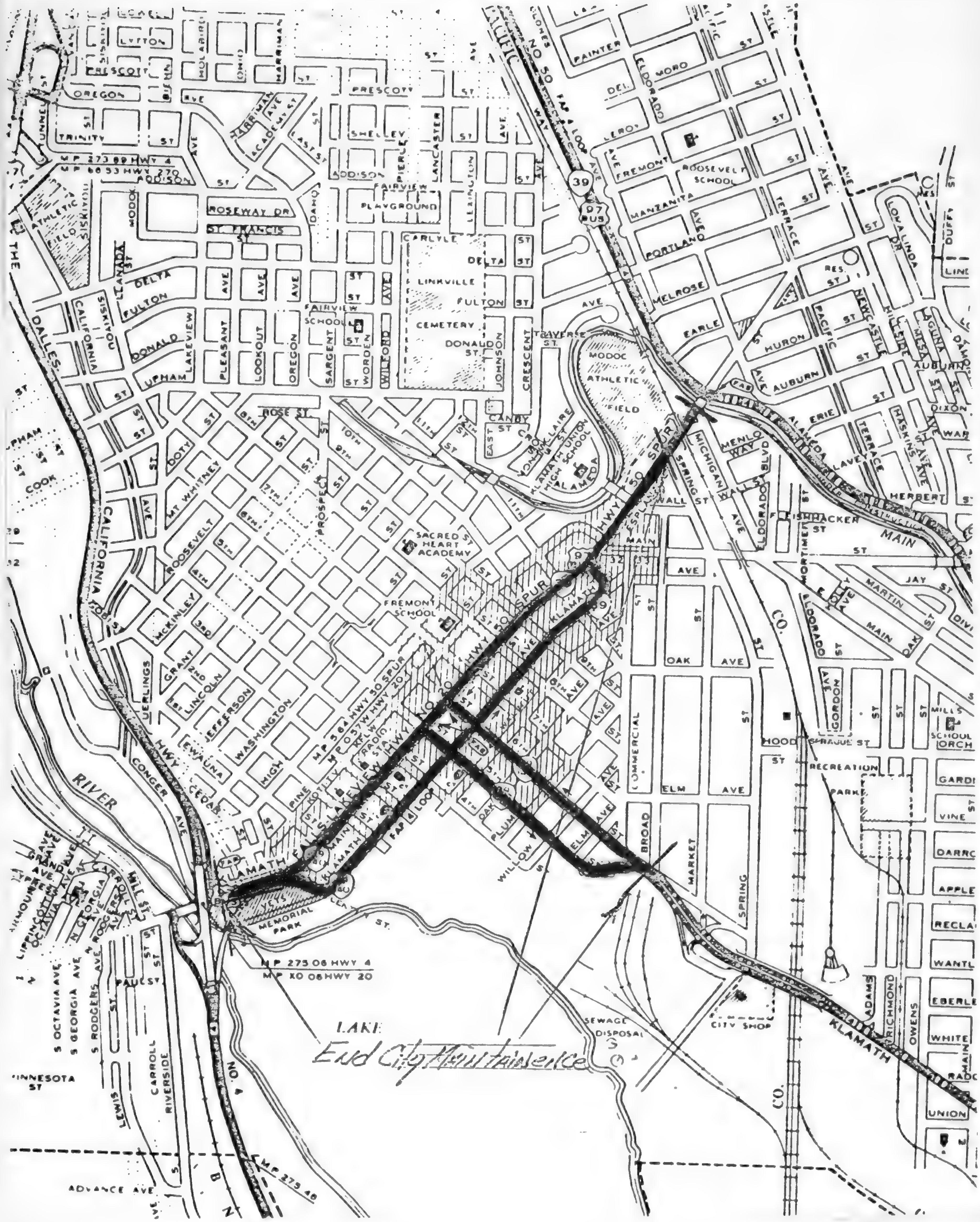
BOARD OF COUNTY COMMISSIONERS

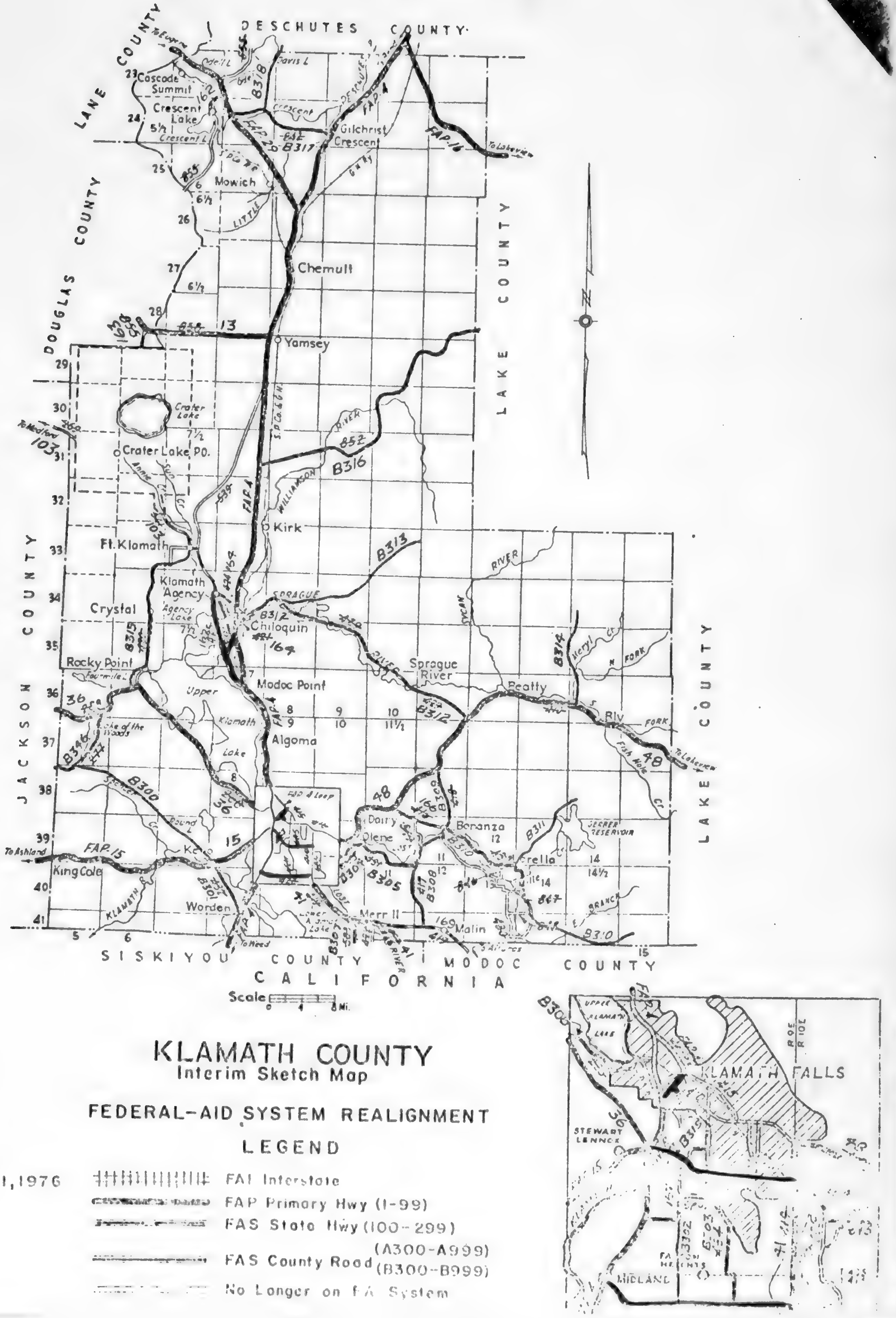
Floyd L. Wynne
Floyd L. Wynne
Chairman of the Board

Alvin A. Cheyne
Alvin A. Cheyne
County Commissioner

Nell Kuonen
Nell Kuonen
County Commissioner

George C. Flitcraft
George C. Flitcraft
Mayor of Klamath Falls


End City Maintainence
LAKE
RIVER
MEMORIAL PARK
M P 275 06 HWY 4
M P X0 06 HWY 20
M P 273 89 HWY 4
M P 60 53 HWY 270
M P 5 64 HWY 50 SPUR
MP 275 40
HWY 50 SPUR
S. LAKEVIEW HWY NO 20
FAP 4 LOOP
39
97 BUS
LINKVILLE CEMETERY
FAIRVIEW PLAYGROUND
FAIRVIEW SCHOOL
ROOSEVELT SCHOOL
MODOC ATHLETIC FIELD
KLAMATH UNION HIGH SCHOOL
SACRED HEART ACADEMY
FREMONT SCHOOL
ATHLETIC FIELD
RECREATION PARK
MILLS SCHOOL
CITY SHOP
SEWAGE DISPOSAL
KLAMATH
MAIN
CALIFORNIA
DALLES
CONGER AVE
RIVERSIDE
CARROLL
LEWIS
ADVANCE AVE
MINNESOTA ST
BROAD
MARKET
SPRING
COMMERCIAL
OAK AVE
ELM AVE
HOOD
SPRAGUE ST
ALAMEDA
MICHIGAN
ESPLANADE
PAINTER
DEL MORO
FREMONT
MANZANITA
PORTLAND
MELROSE
EARLE
HURON
AUBURN
ERIE
LAVEY
HERBERT
F. FISHPACKER
MARTIN
JAY
PRESCOTT
OREGON
TRINITY
ADDISON
ROSEWAY DR
ST FRANCIS
CARLYLE
DELTA
FULTON
DONALD
UPHAM
ROSE ST
ROOSEVELT
MC KINLEY
GRANT
LINCOLN
JEFFERSON
WASHINGTON
EWAUNA
HIGH
PINE
CEDAR
PLUM
WILLOW
GARDEN
VINE
DARROW
APPLE
RECLAMATION
WANTLAND
EBERLEIN
WHITE
UNION
ADAMS
RICHMOND
OWENS


DESCHUTES COUNTY
LANE COUNTY
DOUGLAS COUNTY
JACKSON COUNTY
LAKE COUNTY
SISKIYOU COUNTY
MODOC COUNTY
CALIFORNIA
Cascade Summit
Crescent Lake
Gilchrist
Crescent
Mowich
Chemult
Yamsey
Crater Lake
Crater Lake P.O.
Kirk
Ft. Klamath
Klamath Agency
Agency Lake
Crystal
Chiloquin
Rocky Point
Modoc Point
Upper Klamath Lake
Lake of the Woods
Algoma
Sprague River
Beatty
Bly
Dairy
Olene
Bonanza
Yonna
Keno
King Cole
Worden
Merrill
Malin
To Ashland
To Lakeview
To Medford
To Weed
To Eugene
FAP 4
FAP 15
FAP 16
FAP 4 Loop
B300
B305
B306
B308
B310
B311
B312
B313
B314
B315
B316
B317
B318
103
164
13
15
36
48
Scale 0 4 8 Mi.
KLAMATH FALLS
STEWART LENNOX
MIDLAND
FAIR HEIGHTS
Upper Klamath Lake
R 9 E
R 10 E

KLAMATH COUNTY

Interim Sketch Map

FEDERAL-AID SYSTEM REALIGNMENT

LEGEND

Oct.1,1976

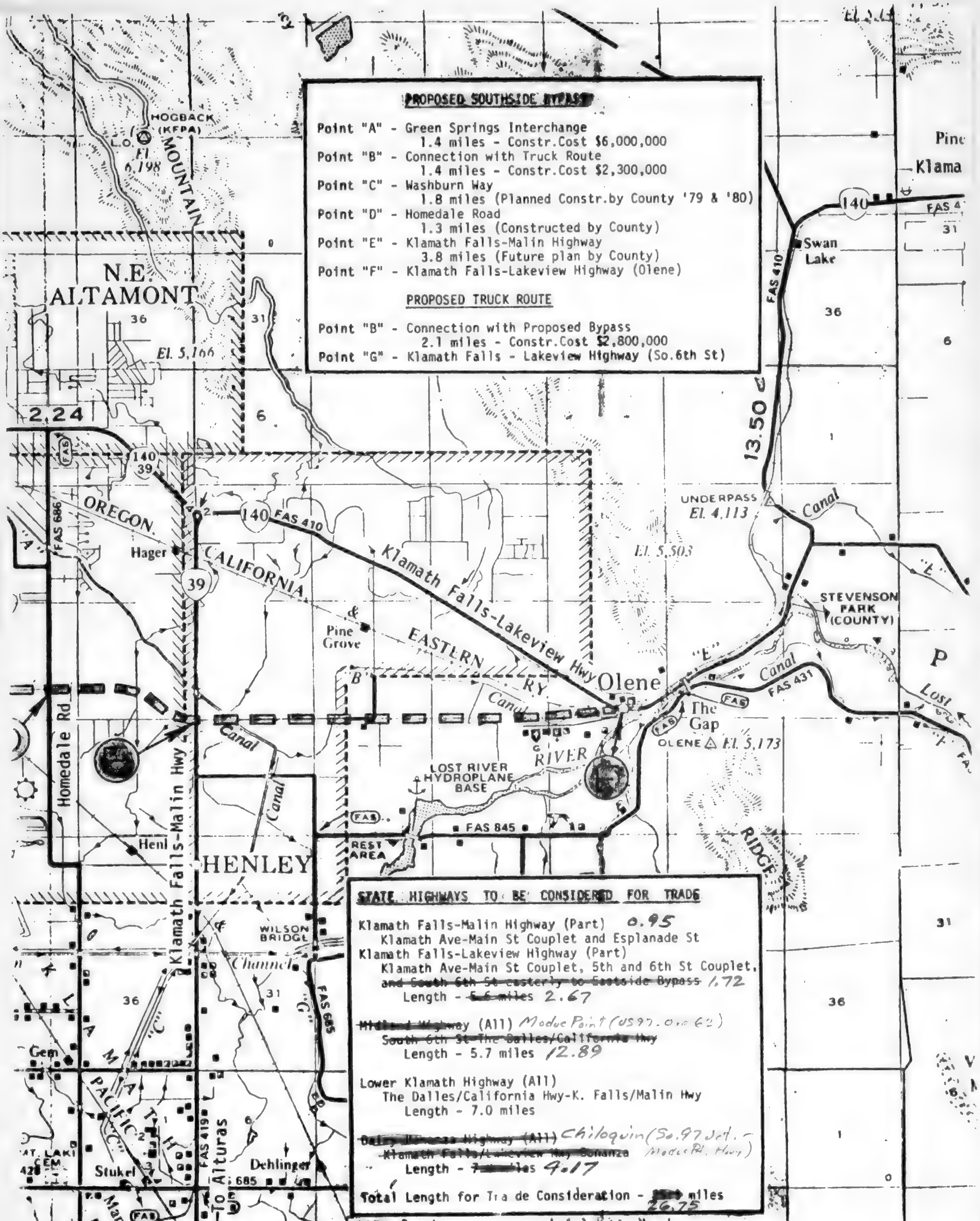
FAI Interstate

FAP Primary Hwy (1-99)

FAS State Hwy (100-299)

FAS County Road (A300-A999) (B300-B999)

No Longer on FA System


HOGBACK (KFPA) L.O.
El 6,198
MOUNTAIN
N.E ALTAMONT
El. 5,166
2.24
140
39
FAS 686
OREGON
CALIFORNIA
&
EASTERN
RY
Hager
Pine Grove
FAS 410
Klamath Falls-Lakeview Hwy
Olene
"E"
"B"
Canal
The Gap
OLENE El. 5,173
RIVER
LOST RIVER HYDROPLANE BASE
FAS 845
REST AREA
Homedale Rd
Klamath Falls-Malin Hwy
Henl
HENLEY
WILSON BRIDGE
Channel
FAS 685
"C"
"A"
Gem
PACIFIC
FAS 419
To Alturas
Stukel
Dehlinger
685
Swan Lake
13.50
UNDERPASS El. 4,113
El. 5,503
STEVENSON PARK (COUNTY)
FAS 431
Lost
RIDGE
Pine
Klama
P
36
31
6
1

PROPOSED SOUTHSIDE BYPASS

Point "A" - Green Springs Interchange
1.4 miles - Constr.Cost $6,000,000
Point "B" - Connection with Truck Route
1.4 miles - Constr.Cost $2,300,000
Point "C" - Washburn Way
1.8 miles (Planned Constr.by County '79 & '80)
Point "D" - Homedale Road
1.3 miles (Constructed by County)
Point "E" - Klamath Falls-Malin Highway
3.8 miles (Future plan by County)
Point "F" - Klamath Falls-Lakeview Highway (Olene)

PROPOSED TRUCK ROUTE

Point "B" - Connection with Proposed Bypass
2.1 miles - Constr.Cost $2,800,000
Point "G" - Klamath Falls - Lakeview Highway (So.6th St)

STATE HIGHWAYS TO BE CONSIDERED FOR TRADE

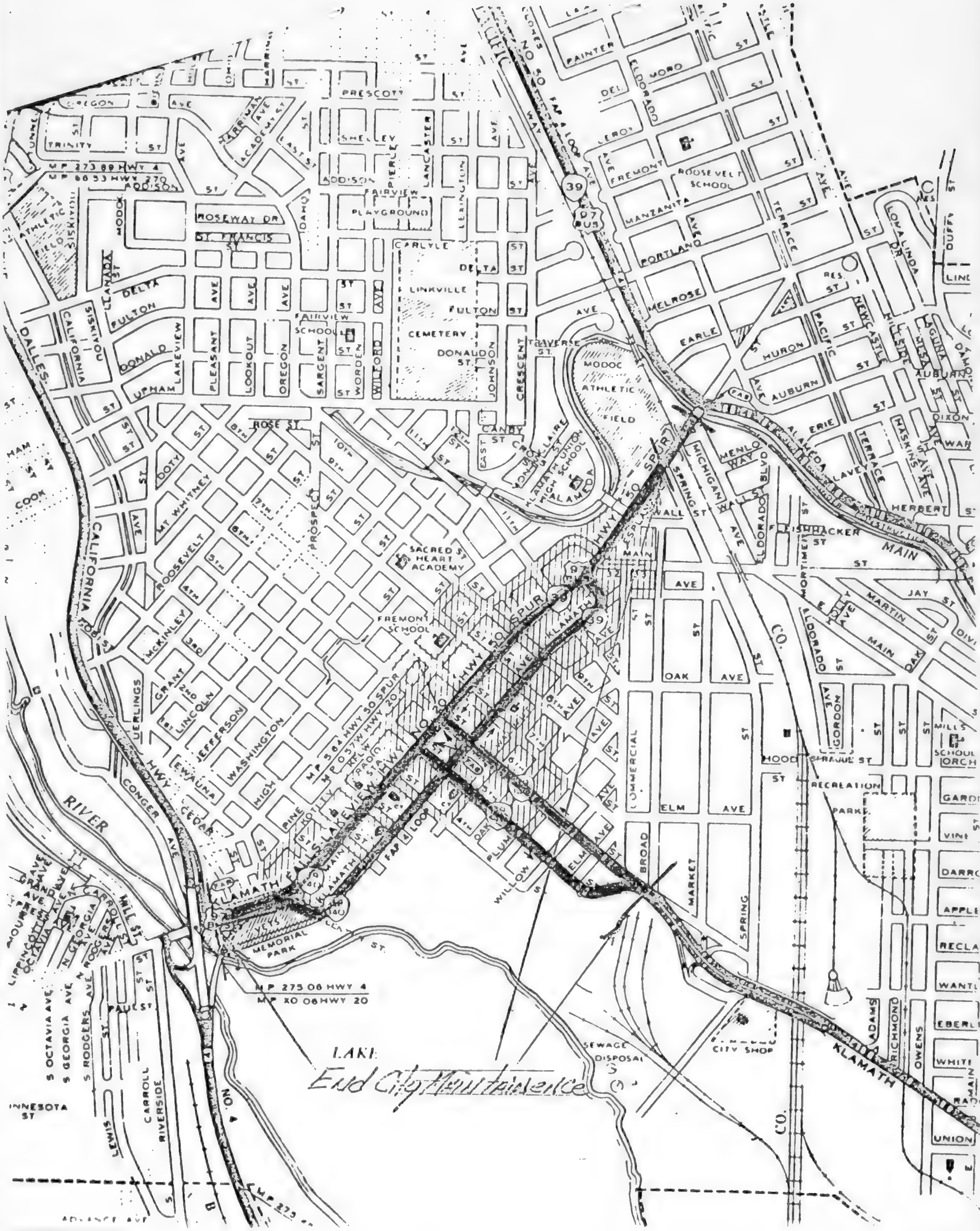
Klamath Falls-Malin Highway (Part) 0.95
Klamath Ave-Main St Couplet and Esplanade St
Klamath Falls-Lakeview Highway (Part)
Klamath Ave-Main St Couplet, 5th and 6th St Couplet,
~~and South 6th St easterly to Eastside Bypass~~ 1.72
Length - ~~5.6 miles~~ 2.67

~~Midland Highway~~ (All) Modoc Point (US97. Ore 62)
~~South 6th St-The Dalles/California Hwy~~
Length - 5.7 miles 12.89

Lower Klamath Highway (All)
The Dalles/California Hwy-K. Falls/Malin Hwy
Length - 7.0 miles

~~Dairy-Bonanza Highway (All)~~ Chiloquin (So. 97 Jct. - Modoc Pt. Hwy)
~~Klamath Falls/Lakeview Hwy-Bonanza~~
Length - ~~7 miles~~ 4.17

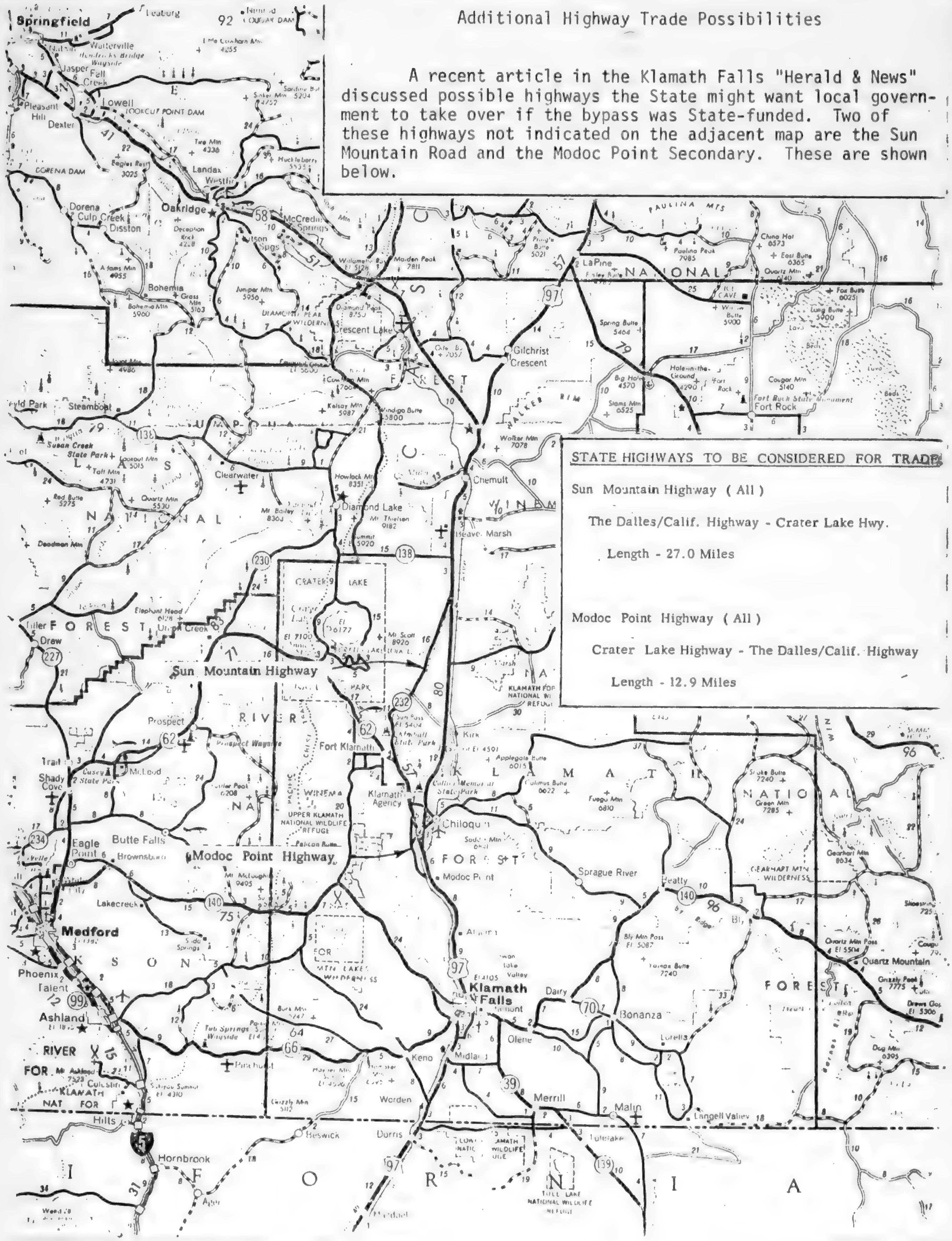
Total Length for Trade Consideration - [illegible] miles 26.75


MP 273.89 HWY 4
MP 66.53 HWY 270
MP 5.64 HWY 50 SPUR
MP 0.57 W HWY 20
MP 275.06 HWY 4
MP X0.06 HWY 20
MP 275
HWY 50 SPUR
HWY 4
NO. 4
39
97
BUS
FAP 4 LOOP
KLAMATH
CALIFORNIA
LAKEVIEW
MAIN
ALAMEDA
OREGON
PRESCOTT
SHELLEY
ADDISON
ROSEWAY DR
ST. FRANCIS
DELTA
FULTON
DONALD
UPHAM
ROSE ST
FAIRVIEW PLAYGROUND
FAIRVIEW SCHOOL
LINKVILLE CEMETERY
MODOC ATHLETIC FIELD
KLAMATH UNION HIGH SCHOOL
SACRED HEART ACADEMY
FREMONT SCHOOL
ROOSEVELT SCHOOL
ATHLETIC FIELD
MEMORIAL PARK
RIVER
LAKE
SEWAGE DISPOSAL
CITY SHOP
RECREATION PARK
COMMERCIAL
BROAD
MARKET
SPRING
OAK AVE
ELM AVE
HOOD
SPRAGUE ST
MILLS SCHOOL
PAINTER
DEL MORO
FREMONT
MANZANITA
PORTLAND
MELROSE
EARLE
HURON
AUBURN
ERIE
HERBERT
MARTIN
JAY ST
ADAMS
RICHMOND
OWENS
UNION
CONGER AVE
RIVERSIDE
CARROLL
LEWIS
INNESOTA ST
ADVANCE AVE
CO.

End City Maintenance

Additional Highway Trade Possibilities

A recent article in the Klamath Falls "Herald & News" discussed possible highways the State might want local government to take over if the bypass was State-funded. Two of these highways not indicated on the adjacent map are the Sun Mountain Road and the Modoc Point Secondary. These are shown below.


Springfield
Leaburg
Oakridge
Crescent Lake
Gilchrist
Crescent
La Pine
Fort Rock
Chemult
Diamond Lake
Crater Lake
Sun Mountain Highway
Prospect
Fort Klamath
Klamath Agency
Chiloquin
Modoc Point
Modoc Point Highway
Butte Falls
Eagle Point
Medford
Phoenix
Talent
Ashland
Sprague River
Beatty
Bly
Klamath Falls
Keno
Midland
Merrill
Malin
Bonanza
Dairy
Olene
Hornbrook
Dorris

STATE HIGHWAYS TO BE CONSIDERED FOR TRADE

Sun Mountain Highway (All)

The Dalles/Calif. Highway - Crater Lake Hwy.

Length - 27.0 Miles

Modoc Point Highway (All)

Crater Lake Highway - The Dalles/Calif. Highway

Length - 12.9 Miles

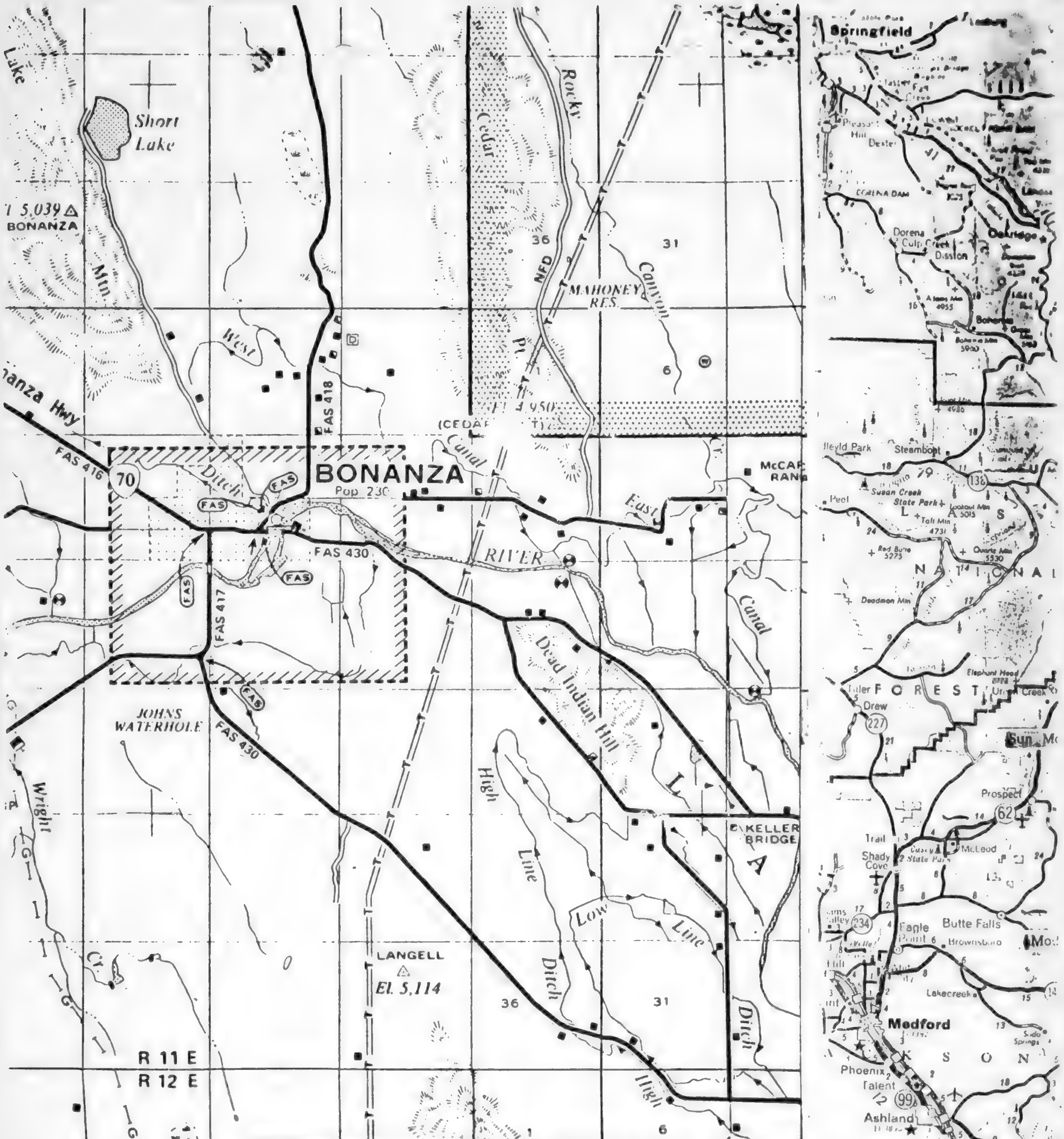
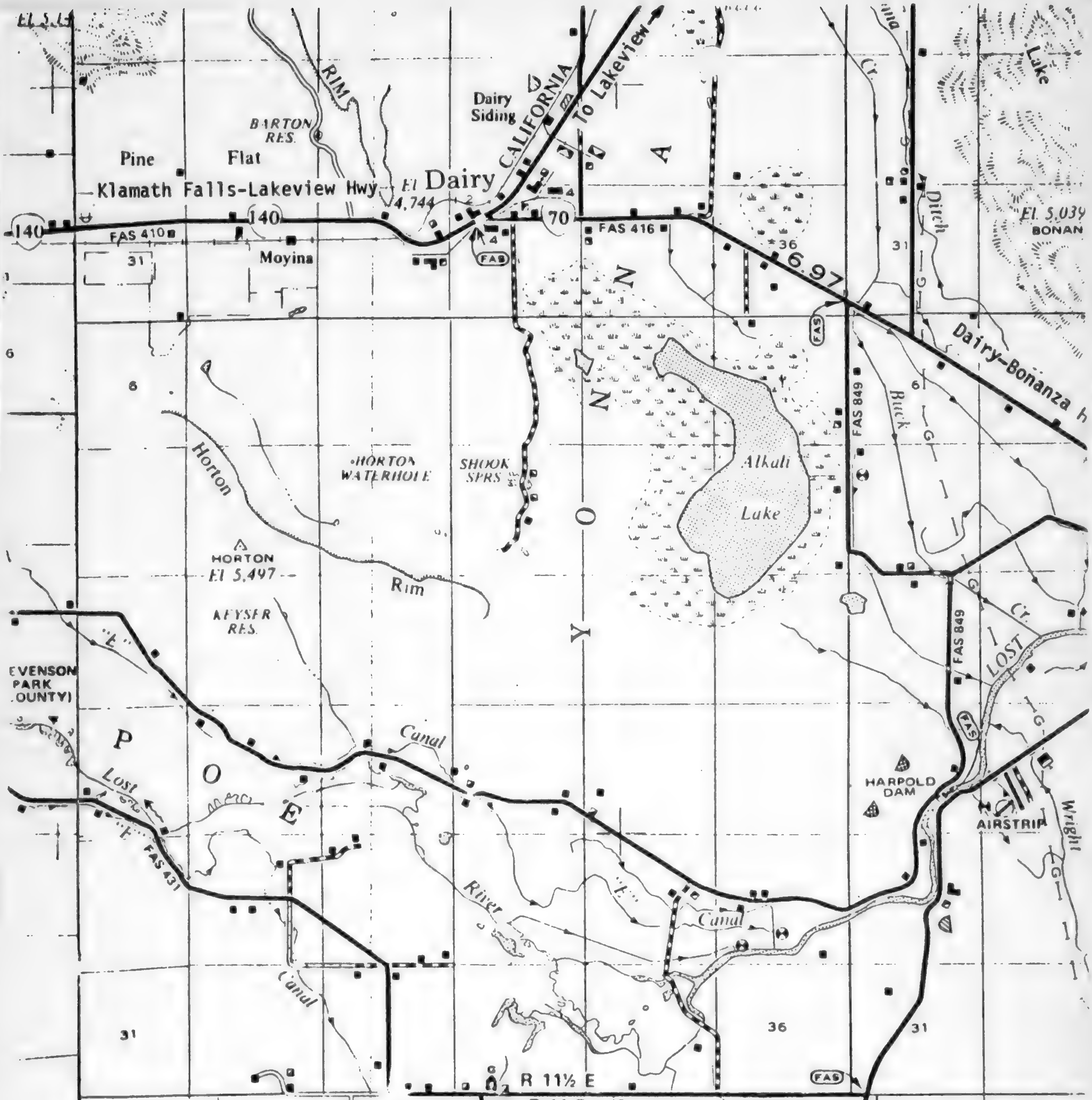
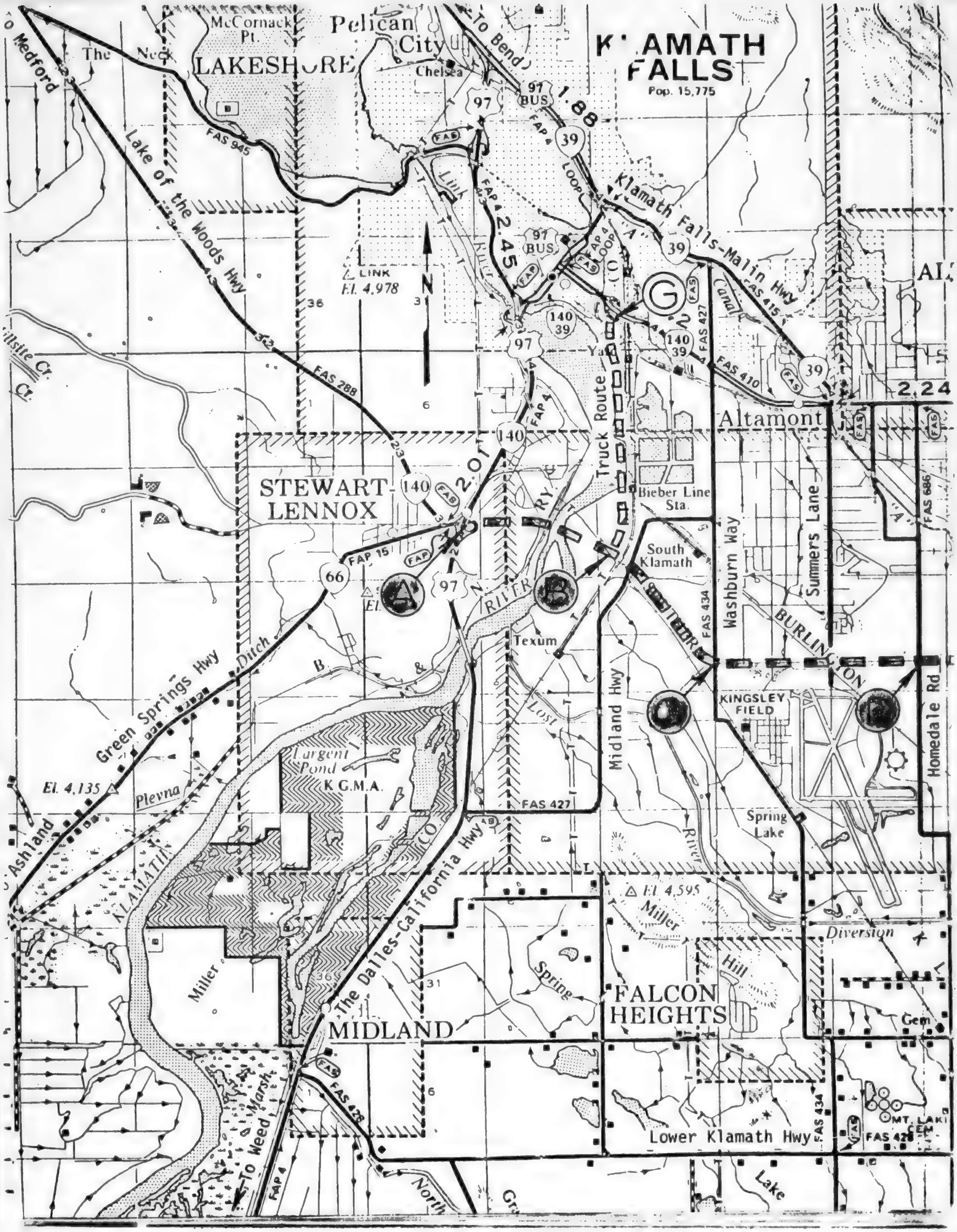
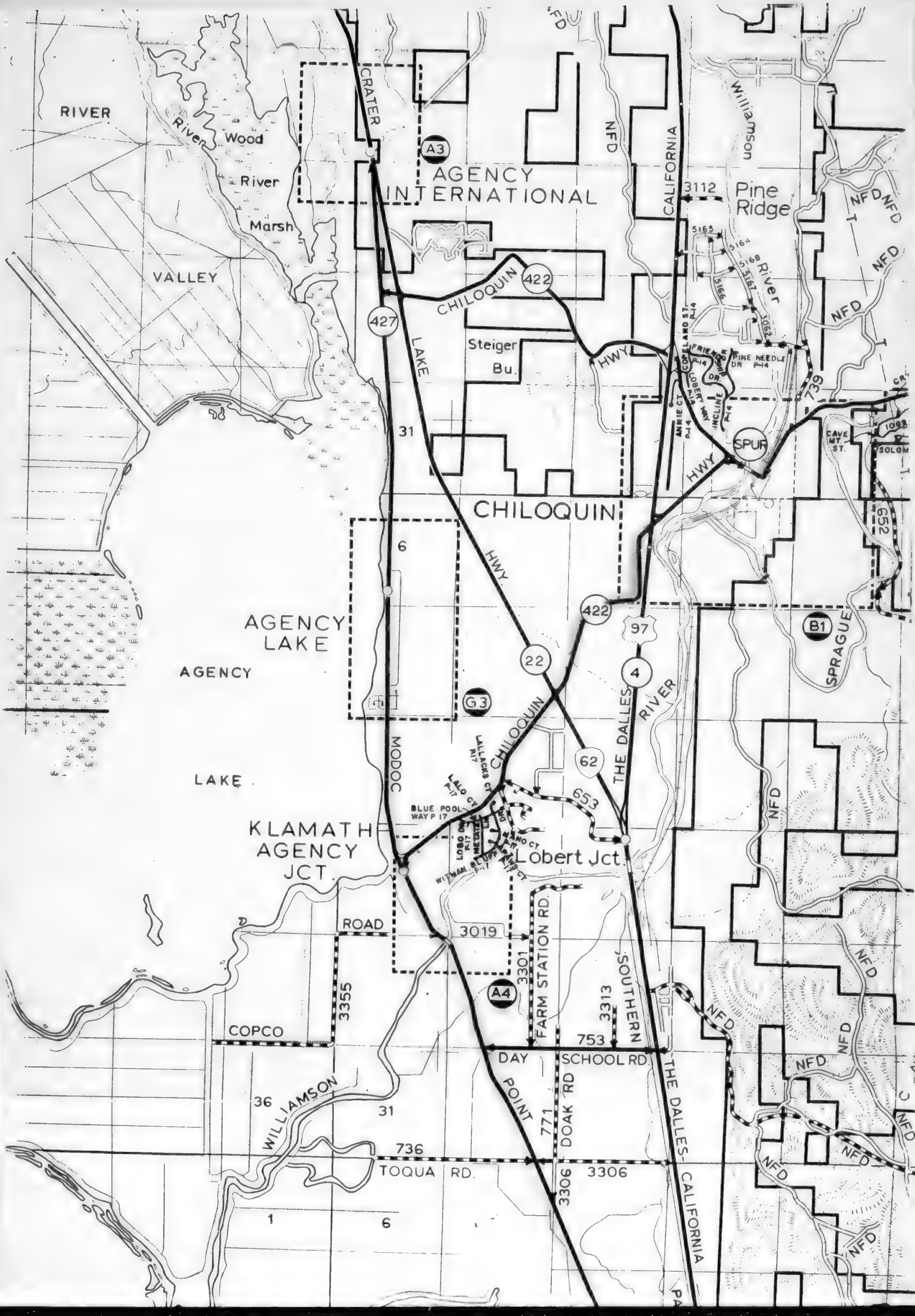

Short Lake
Lake
5,039
BONANZA
Mtn.
West
Bonanza Hwy
FAS 416
70
Ditch
FAS
BONANZA
Pop. 230
FAS 418
FAS 430
FAS 417
JOHNS WATERHOLE
Cedar
Rocky
Canyon
NED
MAHONEY RES.
Pt.
El. 4,950
CEDAR
Canal
East
RIVER
Dead Indian Hill
KELLER BRIDGE
High Line Ditch
Low Line
LANGELL
El. 5,114
Wright
36
31
6
1
R 11 E
R 12 E
McFall Res.
Springfield
Dexter
Dorena Dam
Dorena
Culp Creek
Disston
Steamboat
Susan Creek State Park
Toll Mtn
Red Butte
Deadman Mtn
F O R E S T
Drew
227
Prospect
62
Trail
Shady Cove
McLeod
234
Eagle Point
Butte Falls
Brownsboro
Lakecreek
Medford
Phoenix
Talent
99
Ashland
Mt. Ashland
Klamath Nat. For.
Siskiyou Summit
Hilts
5
Hornbrook
31

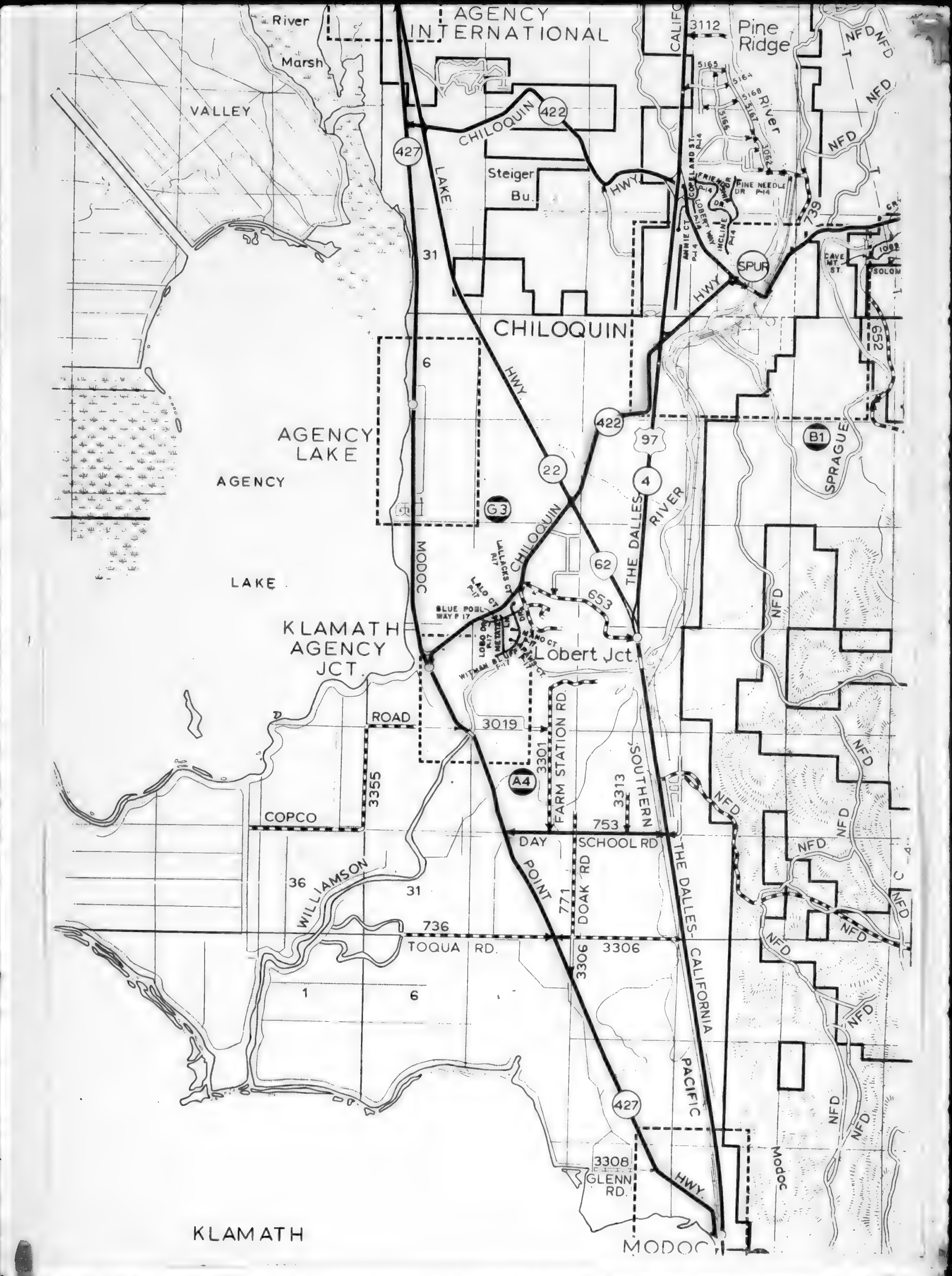
EXHIBIT "A"

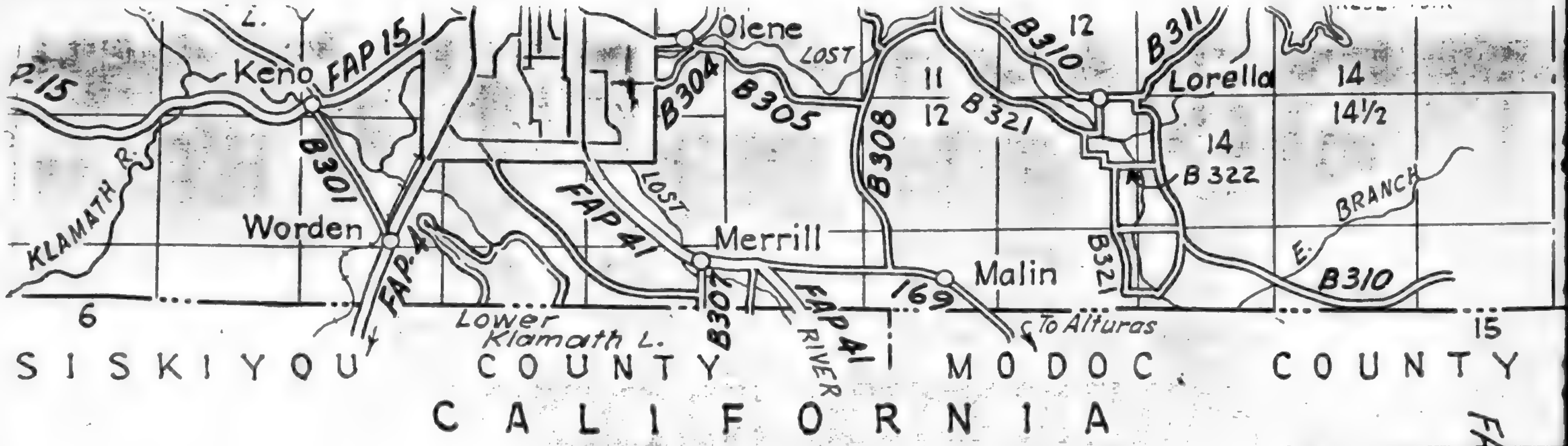


Dairy Siding
CALIFORNIA
To Lakeview
BARTON RES.
RIM
Pine
Flat
Klamath Falls-Lakeview Hwy
El 4,744
Dairy
140
FAS 410
Moyina
70
FAS 416
FAS
6.97
Dairy-Bonanza
El 5,039
BONAN
Lake
Ditch
Cr.
Buck
FAS 849
Alkali
Lake
Y
O
N
N
A
HORTON WATERHOLE
SHOOK SPRS
Horton
HORTON
El 5,497
Rim
KEYSER RES.
EVENSON PARK (COUNTY)
P
O
E
Lost
FAS 431
Canal
River
Canal
Canal
LOST
HARPOLD DAM
AIRSTRIP
Wright
R 11½ E
R 11 E
FAS 431
Canal
BEDFIELD CEM.
WELL
Bedfield (Site)
SEVEN SPRINGS RANCH
Van
Meter
Flat
Dodds
Simms
FAS 417
V
A
L
31
36
31
6
6
31
36
31
6


KLAMATH FALLS
Pop. 15,775
Pelican City
Chelsea
McCornack Pt.
The Neck
LAKESHORE
To Medford
To Bend
Lake of the Woods Hwy
FAS 945
FAS 288
Link River
LINK El. 4,978
N
Klamath Falls-Malin Hwy
FAS 415
FAS 427
FAS 410
Canal
LOOP
FAP 4
97
97 BUS
39
140 39
140
1.88
2.45
2.01
2.24
G
A
B
C
D
Truck Route
Altamont
STEWART-LENNOX
FAP 15
66
Green Springs Hwy
Ditch
El. 4,135
Plevna
To Ashland
KLAMATH
Bieber Line Sta.
South Klamath
Texum
Lost River
Midland Hwy
Washburn Way
Summers Lane
BURLINGTON
FAS 434
KINGSLEY FIELD
Homedale Rd
FAS 686
Spring Lake
FAS 427
Largent Pond
K.G.M.A.
The Dalles-California Hwy
El. 4,595
Miller Hill
Diversion
Spring
FALCON HEIGHTS
MIDLAND
Miller
Marsh
To Weed
FAS 428
Lower Klamath Hwy
Lake
North
MT. LAKI CEM.
Gem
36
31
6
1
3


RIVER
River
Wood
River
Marsh
VALLEY
CRATER
A3
AGENCY
INTERNATIONAL
NFD
NFD
CALIFORNIA
Williamson
3112
Pine
Ridge
5165
5164
5168
River
5166
5167
3062
NFD
NFD
NFD
NFD
CHILOQUIN
422
427
LAKE
Steiger
Bu.
HWY
COPELAND ST. P-14
FRIENDO
PINE NEEDLE DR P-14
DR.
LOBERT WAY P-14
INCLINE P-14
ANNIE CT. P-14
739
SPUR
HWY
CAVE MT. ST.
1069
SOLOM
31
CHILOQUIN
6
AGENCY
LAKE
AGENCY
HWY
652
422
97
B1
SPRAGUE
22
4
THE DALLES
RIVER
G3
CHILOQUIN
LALLACKS CT P-17
LALO CT P-17
MODOC
62
653
LAKE
BLUE POOL WAY P 17
LOBO CT P-17
WITMAN BLUFF P-17
ANO CT.
Lobert Jct.
KLAMATH
AGENCY
JCT.
NFD
ROAD
3019
3301
FARM STATION RD.
SOUTHERN
3355
A4
3313
NFD
COPCO
753
DAY
SCHOOL RD.
THE DALLES-CALIFORNIA
POINT
771
DOAK RD
36
WILLIAMSON
31
NFD
NFD
NFD
NFD
736
TOQUA RD.
3306
3306
NFD
1
6
NFD
PA


River
Marsh
AGENCY
INTERNATIONAL
CALIF
3112
Pine Ridge
NFD
VALLEY
CHILOQUIN
422
427
LAKE
Steiger Bu.
HWY
5165
5164
5168
5167
5166
River
3062
COPELAND ST.
FRIENDSHIP DR.
PINE NEEDLE DR
LOBERT WAY
INCLINE
ANNIE CT
739
SPUR
HWY
CAVE MT. ST.
SOLOM
31
CHILOQUIN
HWY
6
652
AGENCY LAKE
422
97
4
22
B1
SPRAGUE
AGENCY
G3
THE DALLES
RIVER
MODOC
CHILOQUIN
62
LAKE
653
BLUE POOL WAY
KLAMATH AGENCY JCT.
Lobert Jct.
ROAD
3019
FARM STATION RD
3301
SOUTHERN
3355
A4
3313
NFD
COPCO
753
DAY
SCHOOL RD
THE DALLES-CALIFORNIA
POINT
771
DOAK RD
WILLIAMSON
36
31
736
TOQUA RD.
3306
3306
1
6
PACIFIC
427
3308
GLENN RD.
HWY.
Modoc
KLAMATH
MODOC



P-15
Keno
FAP 15
B301
KLAMATH R.
Worden
FAP 4
Olene
LOST
B304
B305
FAP 41
LOST
Merrill
B307
Lower Klamath L.
RIVER
FAP 41
B308
11
12
12
B321
B310
B311
Lorella
14
14½
14
B322
B321
E. BRANCH
B310
Malin
169
To Alturas
6
15
SISKIYOU COUNTY
MODOC COUNTY
CALIFORNIA

KLAMATH COUNTY

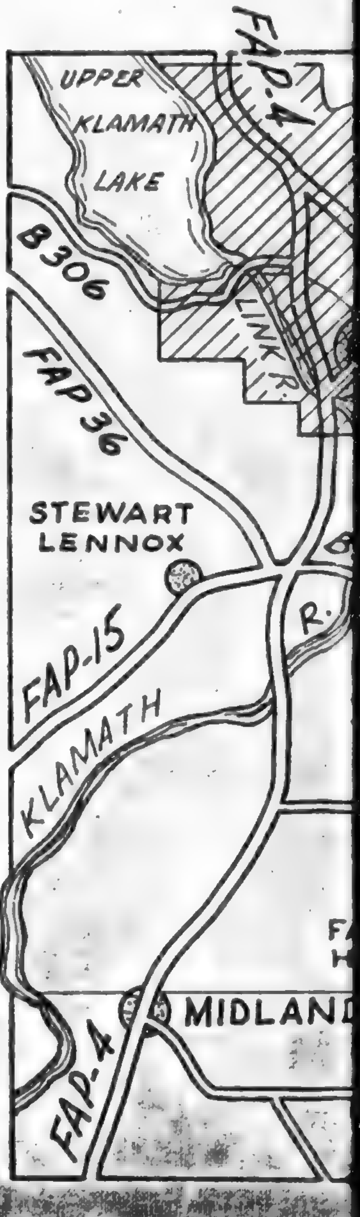
FAS SYSTEM

Scale 0 4 8 Mi.

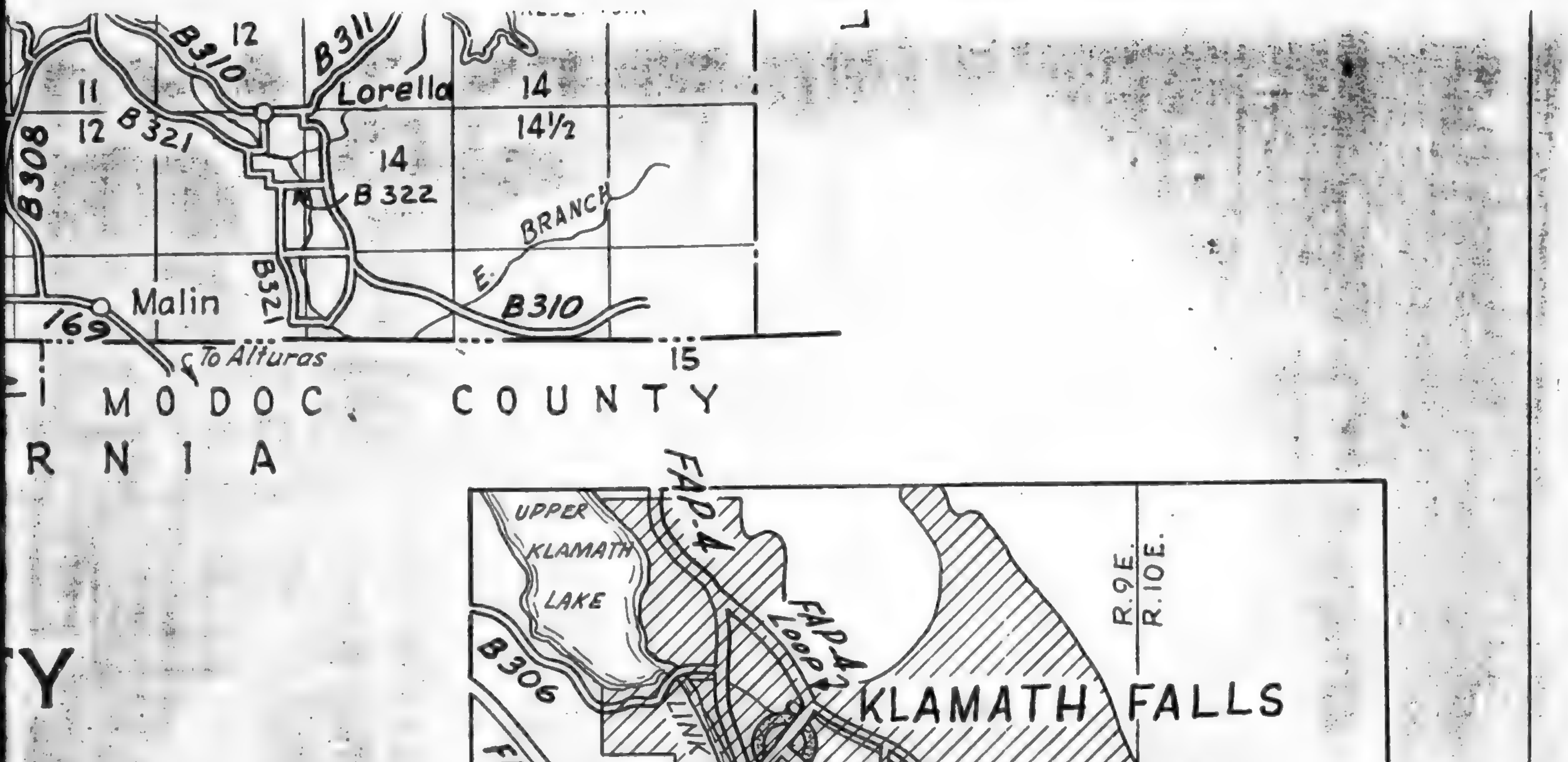
[redacted]

- LEGEND -

═	FA Primary Highway
═	FAS Highway on State Primary Highway
═	FAS Highway on State Secondary Highway
═	FAS Highway on County Road

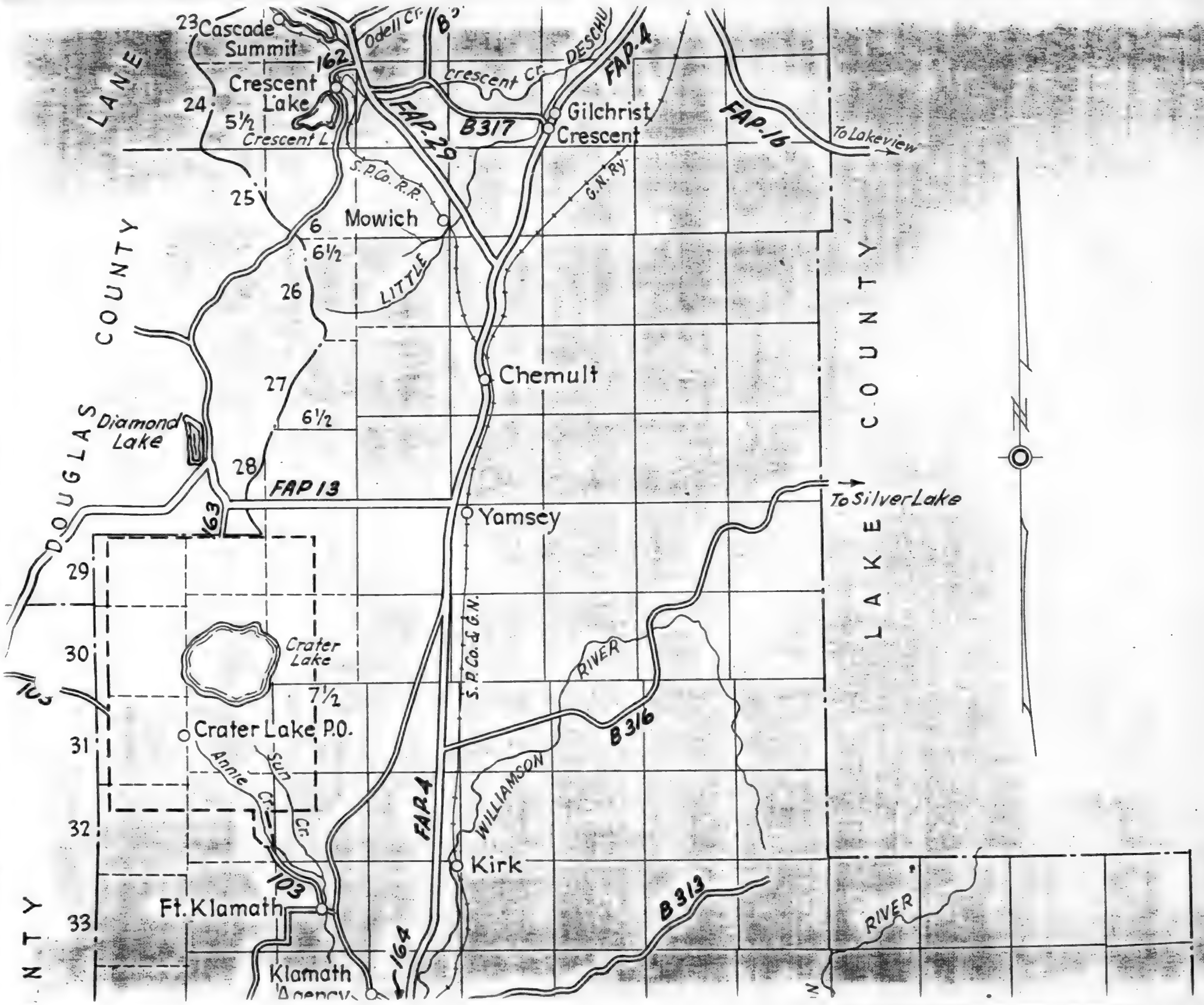


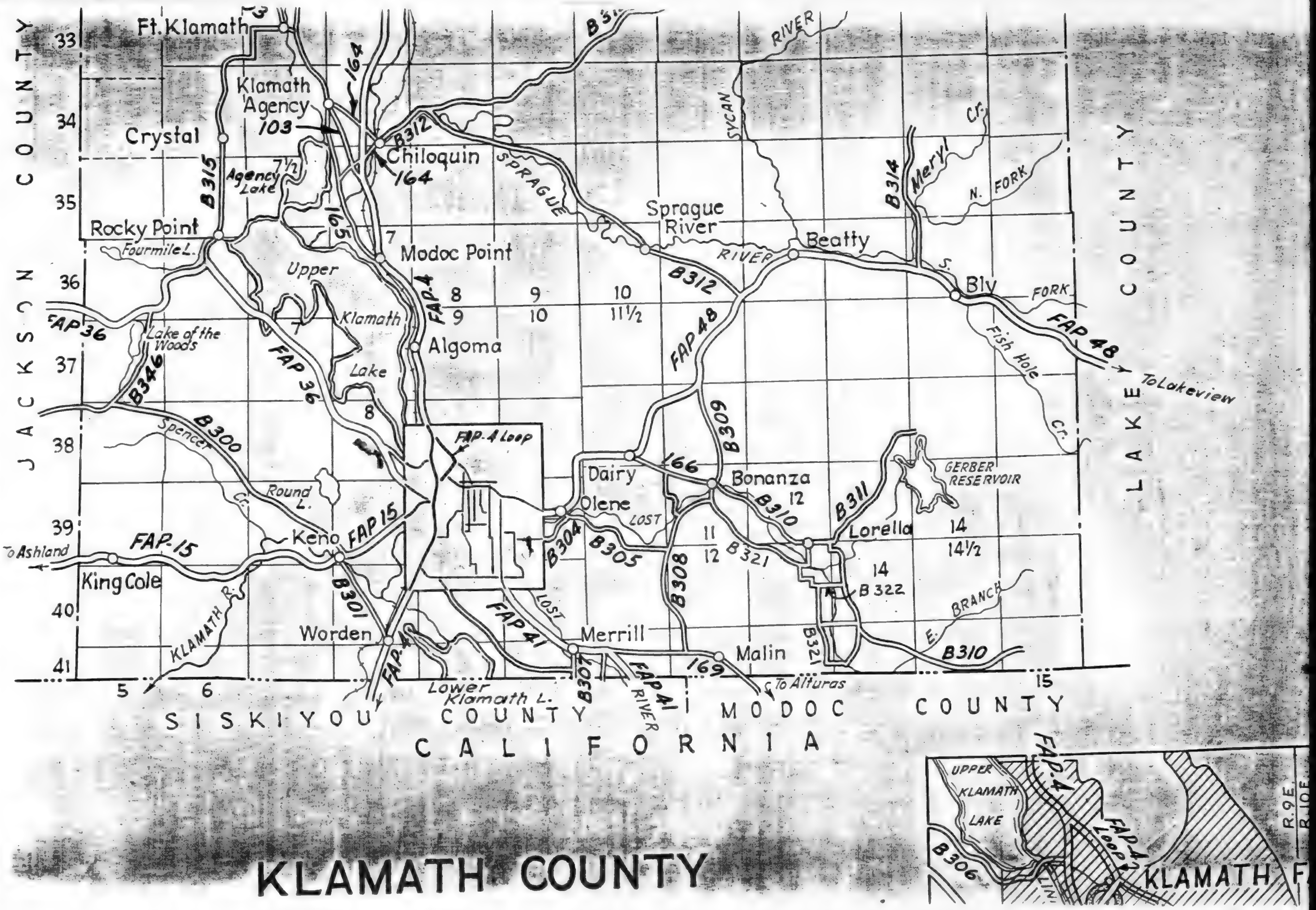
FAP 4
UPPER KLAMATH LAKE
B306
LINK R.
FAP 36
STEWART LENNOX
FAP-15
R.
KLAMATH
MIDLAND
FAP-4

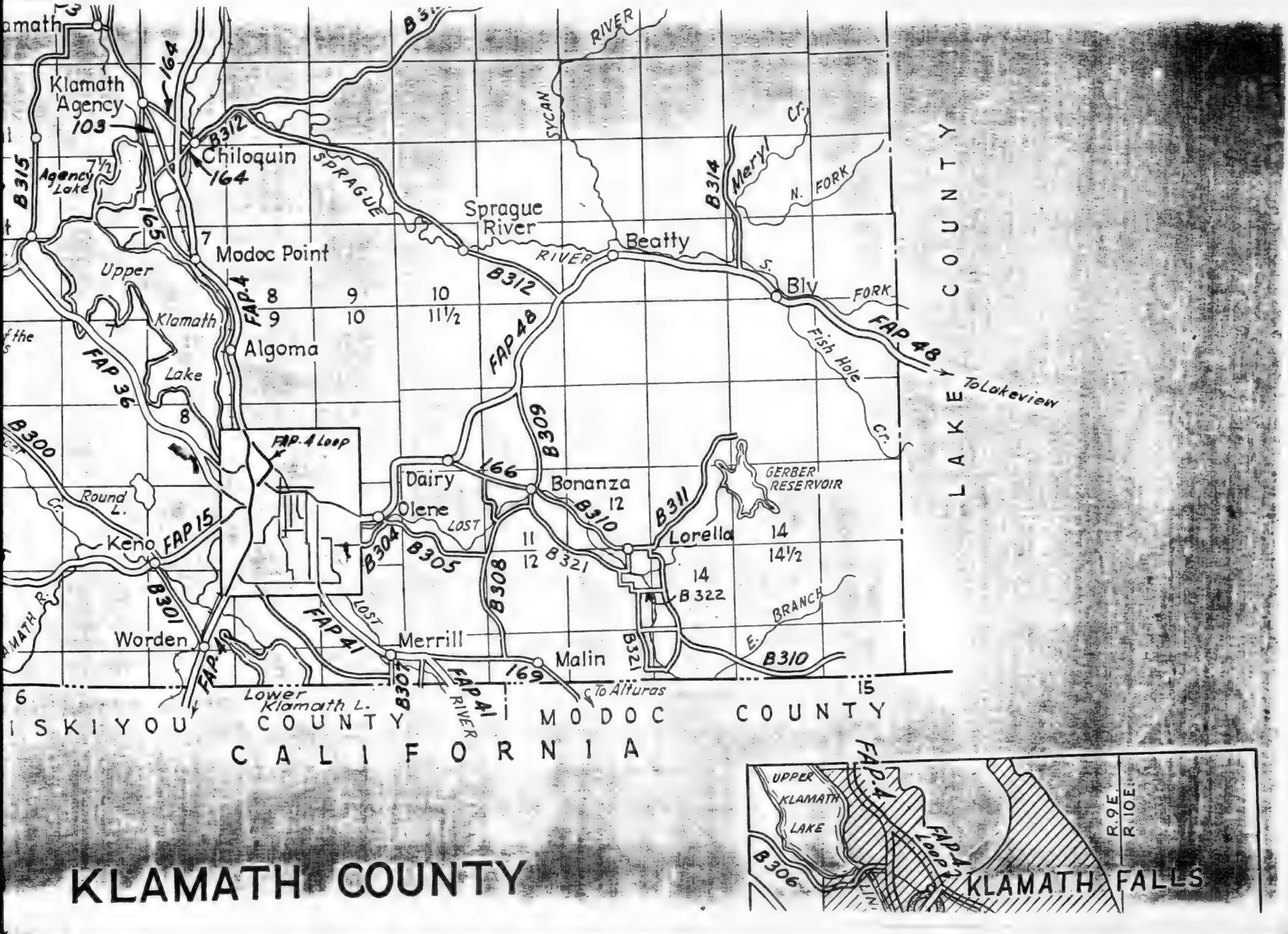


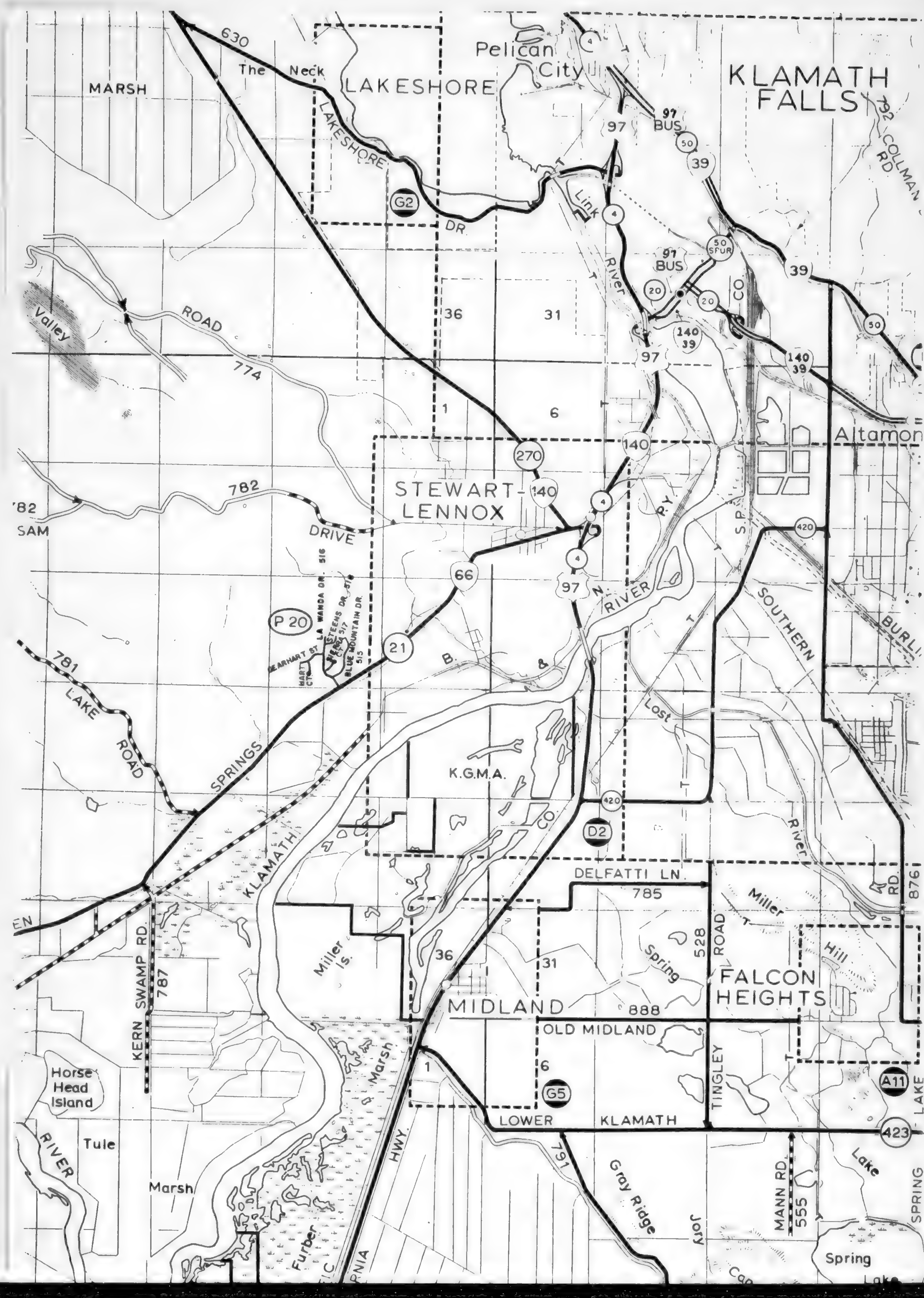
B310
12
B311
Lorella
14
11
12
B321
14½
B308
14
B322
E. BRANCH
B321
Malin
B310
169
To Alturas
15
MODOC COUNTY
RNIA
TY
Highway
ary Highway
UPPER KLAMATH LAKE
FAP-4
FAP-4 LOOP
R.9E.
R.10E.
B306
KLAMATH FALLS
LINK R.
LAKE EWANNA
FAP 36
STEWART LENNOX
B319
FAP 48
FAP-15
R.
CANAL
167
B304
KLAMATH
SPUR
RIVER
B302
B303
B304
LOST
FAP 41
B320
FALCON HEIGHTS
T.40S.
T.41S.
MIDLAND
B320
FAP-4
168

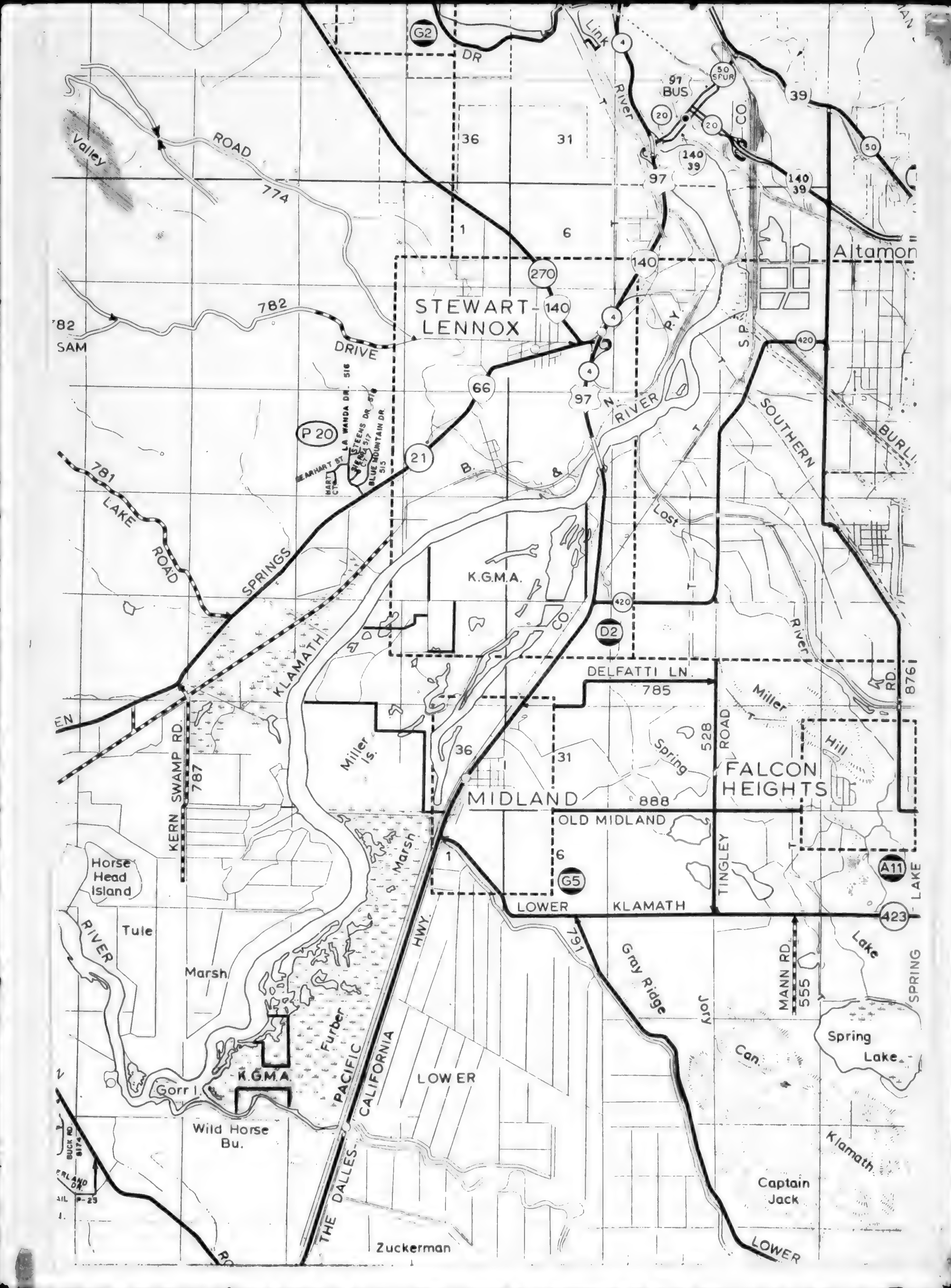
C-25

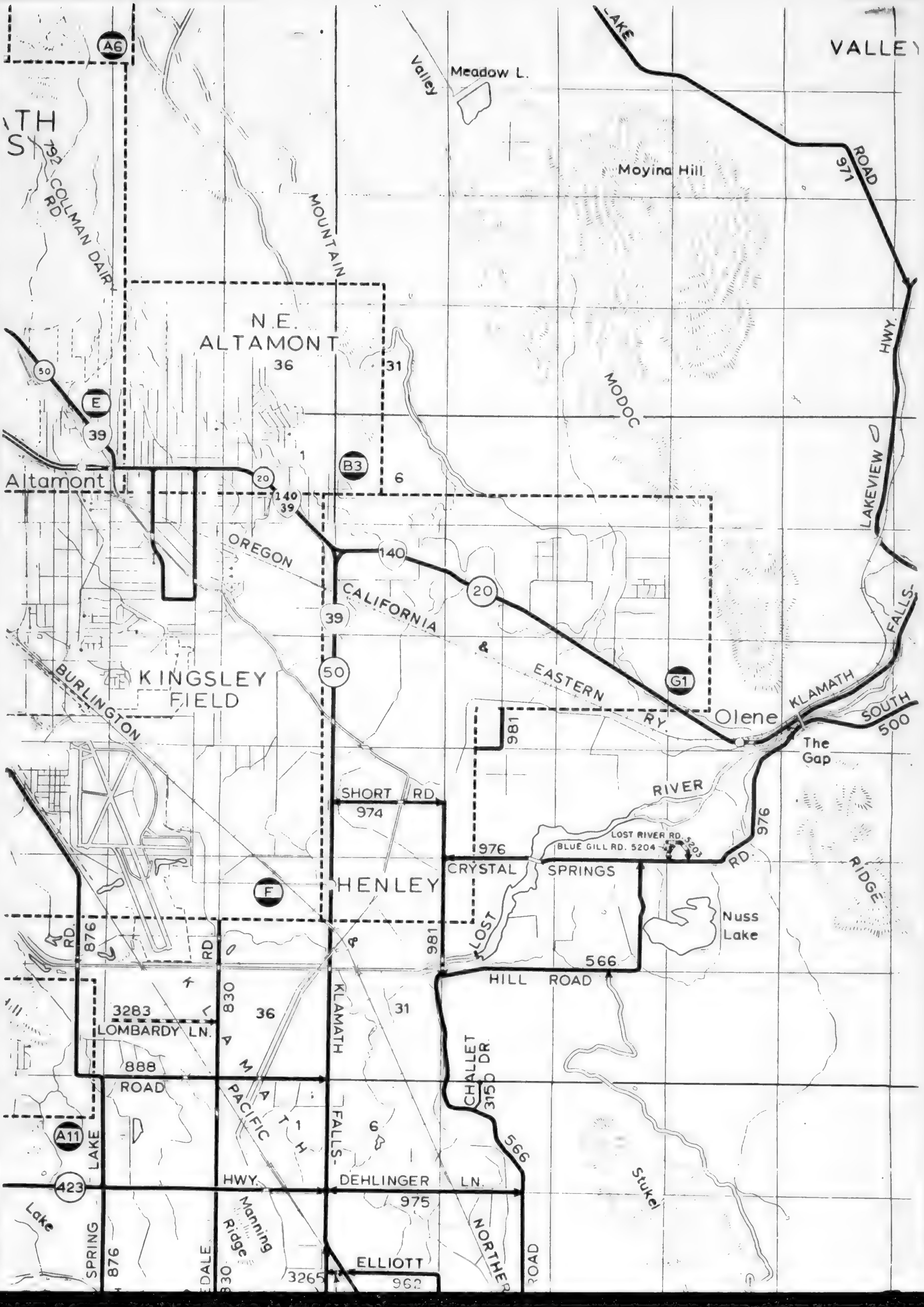

23 Cascade Summit
162
Odell Cr.
B3
Crescent Lake
LANE
24
5½
Crescent L.
Crescent Cr.
DESCHU
FAP. 4
FAP. 29
B317
Gilchrist
Crescent
FAP. 16
To Lakeview
S.P.Co. R.R.
G.N. Ry.
25
6
Mowich
6½
LITTLE
26
DOUGLAS COUNTY
27
6½
Chemult
Diamond Lake
28
FAP 13
Yamsey
163
To Silver Lake
LAKE COUNTY
29
30
Crater Lake
7½
S.P.Co. & G.N.
RIVER
103
31
Crater Lake P.O.
Annie Cr.
Sun Cr.
B316
WILLIAMSON
FAP. 4
32
Kirk
103
B313
RIVER
33
Ft. Klamath
164
Klamath Agency
NTY

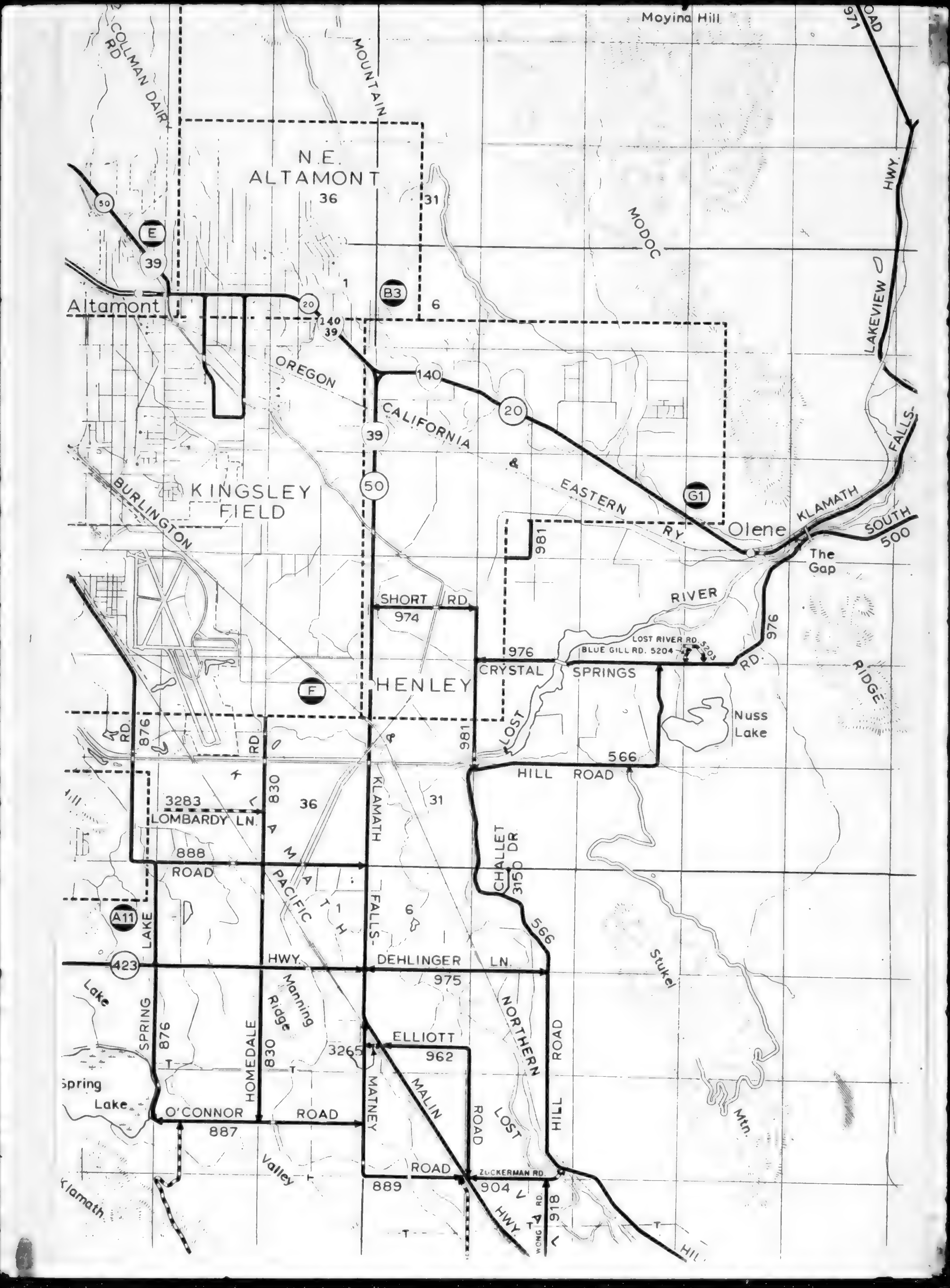

KLAMATH COUNTY
JACKSON COUNTY
LAKE COUNTY
SISKIYOU COUNTY
MODOC COUNTY
CALIFORNIA
Ft. Klamath
Klamath Agency
103
Crystal
Chiloquin
164
164
B312
B315
Agency Lake
7½
Rocky Point
Fourmile L.
165
7
Modoc Point
Upper
Klamath
Lake
FAP 4
Algoma
FAP 36
FAP 36
Lake of the Woods
B346
B300
Spencer
Cr.
Round L.
8
FAP-4 Loop
FAP 15
Keno
FAP-15
To Ashland
King Cole
Klamath R.
B301
Worden
FAP 4
Lower Klamath L.
FAP 41
LOST
Merrill
B307
FAP 41
RIVER
SPRAGUE
Sprague River
RIVER
B312
FAP 48
B31
RIVER
SYCAN
Beatty
B314
Meryl
Cr.
N. FORK
S.
Bly
FORK
FAP 48
To Lakeview
Fish Hole
Cr.
B309
Dairy
166
Bonanza
Olene
LOST
B304
B305
B308
B310
B321
B311
Lorella
GERBER RESERVOIR
B322
B321
E. BRANCH
B310
169
Malin
To Alturas
8
9
9
10
10
11½
11
12
12
14
14
14½
33
34
35
36
37
38
39
40
41
5
6
15
UPPER KLAMATH LAKE
FAP 4
FAP 4 Loop
B306
LIN
KLAMATH F
R.9E.
R.10E.

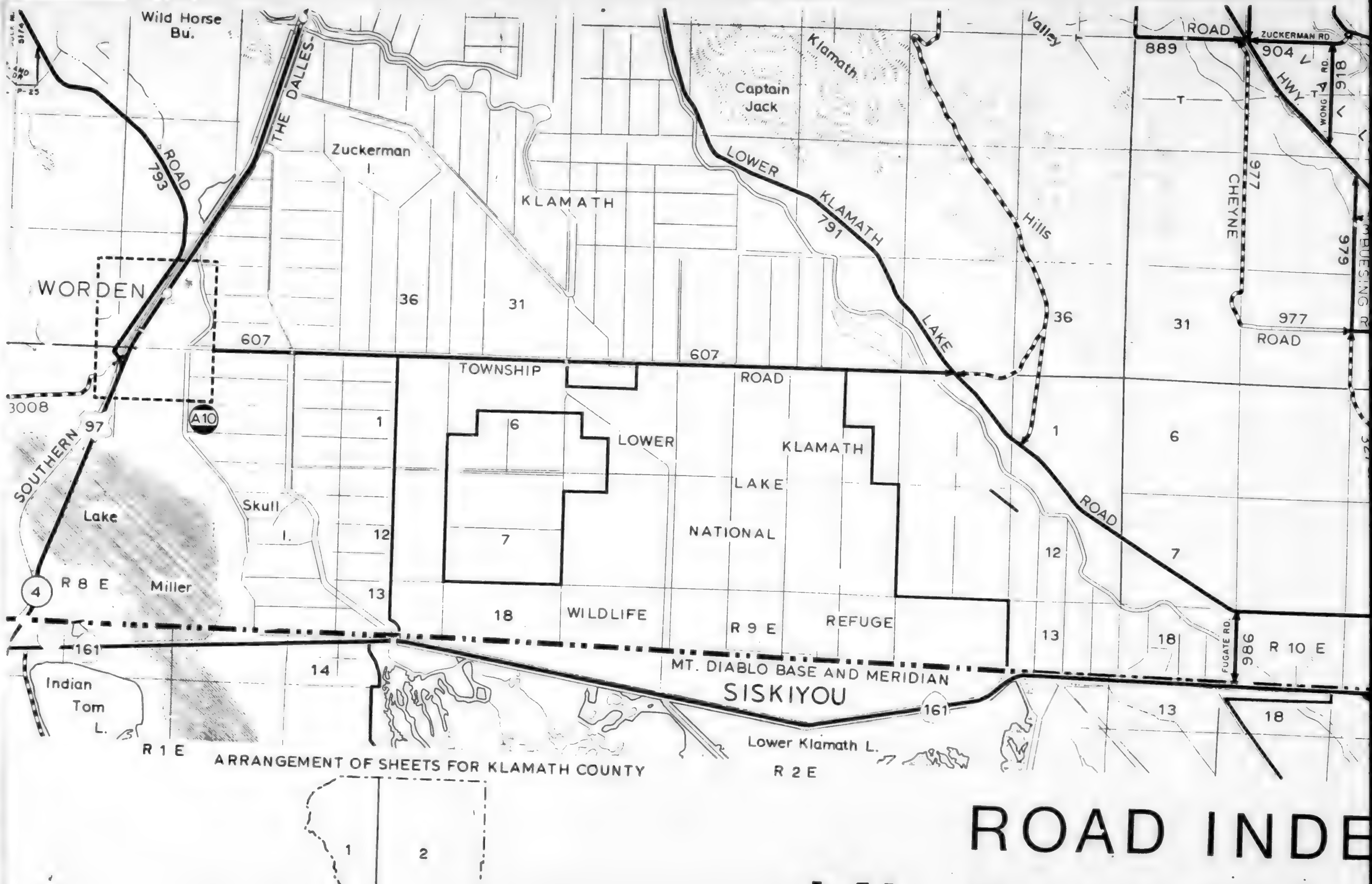

KLAMATH COUNTY
Klamath Agency
103
164
B312
Chiloquin
B315
Agency Lake
7½
165
7
Modoc Point
Upper Klamath Lake
FAP 4
8
9
9
10
10
11½
Algoma
FAP 36
B300
Round L.
Cr.
Keno
FAP 15
B301
Worden
FAP 4
FAP 4 Loop
Lower Klamath L.
SPRAGUE
Sprague River
RIVER
SYCAN
B312
FAP 48
Beatty
B314
Meryl Cr.
N. FORK
S. FORK
Bly
FAP 48
Fish Hole Cr.
To Lakeview
LAKE COUNTY
Dairy
Olene
LOST
166
B309
Bonanza
12
B310
B304
B305
B308
11
12
B321
B311
Lorella
GERBER RESERVOIR
14
14½
14
B322
E. BRANCH
B321
B310
FAP 41
LOST RIVER
Merrill
B307
FAP 41
Malin
169
To Alturas
6
15
SISKIYOU COUNTY
MODOC COUNTY
CALIFORNIA
UPPER KLAMATH LAKE
FAP 4
FAP 4 LOOP
B306
LINK
KLAMATH FALLS
R.9E.
R.10E.


630
The Neck
MARSH
LAKESHORE
LAKESHORE
G2
DR
Pelican City
4
KLAMATH FALLS
97
97 BUS
50
39
792
COLLMAN RD
Link
4
River
50 SPUR
97 BUS
20
20
CO
39
Valley
ROAD
774
36
31
140 39
97
140 39
50
1
6
270
140
Altamon
STEWART-LENNOX
140
4
782
782
SAM
DRIVE
420
P.Y.
S.P.
4
97
N.
RIVER
66
SOUTHERN
BURLI
LA WANDA DR. 516
STEENS DR. 518
SIERRA CT. 517
BLUE MOUNTAIN DR. 515
EARHART ST
HART CT.
P 20
21
B.
&
781
LAKE
ROAD
Lost
SPRINGS
K.G.M.A.
T
420
D2
CO
River
KLAMATH
DELFATTI LN.
785
Miller
RD.
876
EN
36
31
Spring
528
ROAD
Hill
Miller Is.
FALCON HEIGHTS
KERN SWAMP RD.
787
MIDLAND
888
OLD MIDLAND
Marsh
1
6
G5
TINGLEY
T
A11
LAKE
Horse Head Island
LOWER
KLAMATH
423
HWY.
791
Tule
RIVER
Gray Ridge
MANN RD.
555
Lake
SPRING
Marsh
Jory
Furber
C
RNIA
Spring
Can
Lake


G2
DR
Link
River
4
50 SPUR
97 BUS
20
20
CO.
39
Valley
ROAD
774
36
31
97
140 39
140 39
50
1
6
140
Altamon
270
STEWART-LENNOX
140
782
782
SAM
DRIVE
4
4
97
66
P 20
LA WANDA DR. 516
STEENS DR. 518
SIERRA CT. 517
BLUE MOUNTAIN DR. 515
EARHART ST
HART CT.
21
781
LAKE
ROAD
SPRINGS
B.
&
N
RIVER
P.Y.
S.P.
420
SOUTHERN
BURLI
Lost
K.G.M.A.
420
CO.
D2
KLAMATH
EN
KERN SWAMP RD
787
DELFATTI LN.
785
Miller
Hill
RD.
876
River
528
ROAD
Spring
Miller Is.
36
31
FALCON HEIGHTS
MIDLAND
888
OLD MIDLAND
TINGLEY
1
6
G5
A11
LAKE
Horse Head Island
Marsh
LOWER
KLAMATH
423
HWY.
Tule
RIVER
Marsh
Gray Ridge
Jory
MANN RD
555
Lake
SPRING
Can.
Spring
Lake
Furber
CALIFORNIA
PACIFIC
LOWER
K.G.M.A.
Gorr I.
Wild Horse Bu.
BUCK RD. 8174
ERLAND DR.
AIL
P-25
THE DALLES
Klamath
Captain Jack
Zuckerman
LOWER
RO

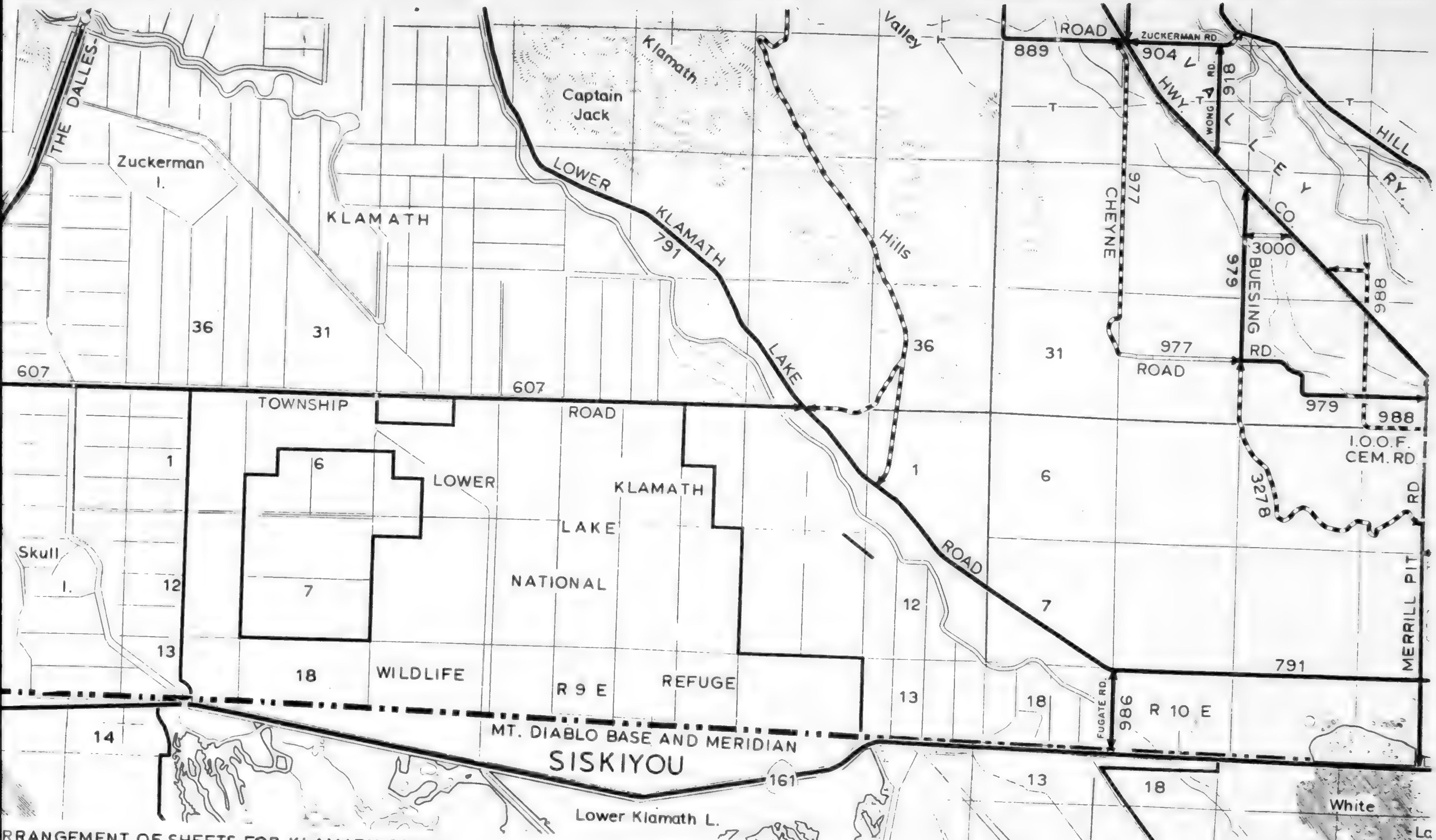

A6
ATH
S
792
COLMAN DAIRY RD.
Valley
Meadow L.
LAKE
VALLEY
ROAD
971
Moyina Hill
MOUNTAIN
N.E. ALTAMONT
36
31
50
E
39
MODOC
HWY.
LAKEVIEW
1
B3
6
Altamont
20
140
39
OREGON
CALIFORNIA
&
EASTERN
RY.
140
20
39
50
KINGSLEY FIELD
BURLINGTON
G1
FALLS-
KLAMATH
Olene
SOUTH
500
The Gap
981
RIVER
SHORT RD.
974
976
LOST RIVER RD. 5203
BLUE GILL RD. 5204
RD.
976
RIDGE
CRYSTAL
SPRINGS
HENLEY
F
Nuss Lake
LOST
RD.
876
RD.
830
981
566
HILL ROAD
K
L
A
M
A
T
H
3283
LOMBARDY LN.
36
31
KLAMATH
888
ROAD
CHALLET DR.
3150
PACIFIC
FALLS-
6
A11
566
Stukel
423
LAKE
HWY.
DEHLINGER LN.
975
Lake
SPRING
876
Manning Ridge
NORTHER
ROAD
EDALE
830
ELLIOTT
3265
962


Moyina Hill
971
ROAD
COLLMAN DAIRY RD
MOUNTAIN
N.E. ALTAMONT
36
31
MODOC
HWY.
LAKEVIEW
50
E
39
1
B3
6
Altamont
20
140
39
OREGON
140
20
CALIFORNIA
&
EASTERN
RY.
39
50
KINGSLEY FIELD
BURLINGTON
G1
Olene
KLAMATH
FALLS-
SOUTH
500
The Gap
981
SHORT RD
974
RIVER
LOST RIVER RD. 5203
BLUE GILL RD. 5204
976
RD.
976
CRYSTAL
SPRINGS
RIDGE
F
HENLEY
Nuss Lake
RD.
876
RD
981
LOST
566
HILL ROAD
K
L
A
M
A
T
H
3283
LOMBARDY LN.
830
36
KLAMATH
31
888
ROAD
PACIFIC
CHALLET DR.
3150
1
6
FALLS-
566
A11
LAKE
423
HWY.
DEHLINGER LN.
975
Stukel
Lake
SPRING
876
HOMEDALE
Manning Ridge
830
NORTHERN
ROAD
ELLIOTT
3265
962
MALIN
MATNEY
ROAD
LOST
HILL
Spring Lake
O'CONNOR
ROAD
887
Mtn.
Valley
ROAD
889
ZUCKERMAN RD.
904
Klamath
HWY.
WONG RD.
918
HIL


Wild Horse Bu.
THE DALLES
ROAD 793
WORDEN
3008
607
SOUTHERN
97
A10
Lake
Miller
R 8 E
4
161
Indian Tom L.
R 1 E
Zuckerman L.
KLAMATH
36
31
1
12
13
14
Skull L.
TOWNSHIP
607
ROAD
6
7
18
LOWER
KLAMATH
LAKE
NATIONAL
WILDLIFE
REFUGE
R 9 E
MT. DIABLO BASE AND MERIDIAN
SISKIYOU
161
Lower Klamath L.
R 2 E
Captain Jack
Klamath
Valley
LOWER KLAMATH 791 LAKE ROAD
Hills
36
1
12
13
18
31
6
7
889
ROAD
ZUCKERMAN RD.
904
HWY
918
WONG RD.
CHEYNE 977
977 ROAD
979
BUESING R
FUGATE RD.
986
R 10 E
13
18
ARRANGEMENT OF SHEETS FOR KLAMATH COUNTY
1
2

ROAD INDE

KLAMATH


THE DALLES-
Zuckerman I.
KLAMATH
36
31
607
Captain Jack
Klamath
Valley
LOWER KLAMATH LAKE ROAD
791
Hills
36
31
ROAD
889
ZUCKERMAN RD.
904
HWY.
WONG RD.
918
VALLEY CO.
HILL RY.
CHEYNE
977
977 ROAD
979
BUESING RD.
3000
988
979
988
I.O.O.F. CEM. RD
3278
MERRILL PIT RD
TOWNSHIP ROAD
607
1
6
LOWER
KLAMATH
LAKE
NATIONAL
WILDLIFE
REFUGE
1
6
12
7
Skull I.
12
7
13
18
R 9 E
13
18
FUGATE RD.
986
R 10 E
791
14
MT. DIABLO BASE AND MERIDIAN
SISKIYOU
161
13
18
Lower Klamath L.
R 2 E
White
La

RRANGEMENT OF SHEETS FOR KLAMATH COUNTY

ROAD INDEX M

KLAMATH CO

STATE OF OREGON

INTEROFFICE MEMO

Railroad & Utilities
DEPT.

378-6511
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: September 24, 1979

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1045
Crossing No. 10B-2.30

NOTED
H. S. COULTER

Attached is a copy of Order No. 79-662 issued by the Public Utility Commissioner on September 18, 1979, relative to the above subject matter.

RDT:mm

Attachments

cc: C. T. Keasey
R. L. Schroeder
Dale Allen
J. L. Gunter
R. P. Hamilton
J. L. Sollis

RECEIVED
STATE HWY ENG.
SEP 24 '79
REFER TO

FOR

Info	Inves	R/O	D/S	Sign	Act	File

ORDER NO. 79-662

ENTERED September 18, 1979

PUC Crossing No. 10B-2.30
DOT CROSSING NO. 66 882 E

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1045

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
SEP 24 '79
REFER TO
FOR
Info [illegible] [illegible] [illegible] Sign Act File

In the Matter of the Application)
of KLAMATH COUNTY for the authority,)
pursuant to ORS 763.030, to alter a)
grade crossing of Johns Avenue)
(Southside By-Pass) and Burlington) ORDER
Northern, Inc., Bieber Line, near)
Klamath Falls, Klamath County,)
Oregon.)

On August 23, 1978, Klamath County, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a grade crossing of Johns Avenue (Southside By-Pass), a street under its jurisdiction, and the main track and right-of-way of the Burlington Northern, Inc., Bieber Line, near South Klamath, Klamath County, Oregon.

Comments and recommendations were made by various parties of interest as follows: PUC staff by letters dated October 19, 1978, March 6, April 17 and 30, 1979; Burlington Northern, Inc. by letter dated October 26, 1978, and applicant by letter dated March 5, 1979. Applicant amended its application by letters dated January 31, April 4, 20, May 4 and 24, 1979.

Copies of the application, amendments and responses thereto were duly served upon Burlington Northern, Inc.; Oregon Department of Transportation, Highway Division; Oregon Department of Land Conservation and Development; Pacific Northwest Bell Telephone Company; Pacific Power & Light Company and applicant. No objection by any party has been made to the granting of the application, as amended.

Johns Avenue is being upgraded as part of the Southside By-Pass project. This will allow through vehicular traffic to proceed directly from Highway 97 to Highway 39 without entering downtown Klamath Falls. The project will

RECEIVED
SEP 21 1979
RR & UTILITY UNIT

alleviate conflict between through and local motor traffic. It will increase the vehicular traffic volume on Johns Avenue and over the railroad-highway grade crossing.

Applicant proposes to install two cantilevered flashing light signals, equipped with gongs, and two automatic gates, to replace the existing crossing protection consisting of crossbucks and vehicle stop signs. Currently the road at the crossing is 24 feet wide and carries two-way traffic. Applicant proposes to widen the crossing to a width of 48 feet. The roadway will consist of two paved 12-foot travel lanes with 12-foot shoulders on each side. The shoulders will be of two distinct material compositions. There will be an 8-foot paved portion with a 4-foot gravel portion at each outer edge.

There has been one train-vehicle accident at this crossing in the last ten years, resulting in one fatality. The present average daily traffic volume on Johns Avenue is 4,484 vehicles and is expected to increase to 10,000 vehicles within five years.

The proposed installation of automatic protective devices will provide improved warning to motorists of impending railroad movements.

Due consideration has been given to all representations in the application, amendments and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

The Commissioner finds the signalization requested herein is required by the public safety, convenience, and general welfare and that it is appropriate to authorize expenditure of funds from the State Grade Crossing Protection Account as provided by ORS 763.270, in the amount agreed upon by the parties.

Based upon the amended application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted.

2. Applicant shall:

    a. Reconstruct that portion of the

crossing lying outside lines drawn two feet outside each rail to accommodate a road 48 feet in width, consisting of two paved 12-foot travel lanes and two 12-foot shoulders (each consisting of four feet of gravel and eight feet of paving), and bear all the cost thereof;

b. Bear 50 percent of the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail from the existing 24-foot width to a width of 48 feet;

c. Bear five percent of the cost of furnishing and installing the automatic signalization ordered herein;

d. Furnish and install a modified rural-type guardrail adjacent to the automatic signals located in the southwesterly crossing quadrant (as per Klamath County Road Department Drawing dated August, 1978, and enclosed in its letter dated April 20, 1979) and a rural-type guardrail adjacent to the automatic signals located in the northeasterly crossing quadrant, guardrail face to be located 24 feet from the roadway centerline, and bear five percent of the cost thereof;

e. Furnish, install and maintain standard reflectorized advance warning signs, reflectorized advance warning pavement markings and reflectorized stop clearance lines at appropriate locations on each approach to the crossing and bear all the cost thereof; and

f. Maintain that portion of the crossing lying outside lines drawn two feet outside each rail, and maintain the guardrail ordered herein, and bear all the cost thereof;

3. Burlington Northern, Inc. shall:

   a. Construct that portion of the crossing lying between lines drawn two feet outside each rail from the existing width of 24 feet to a width of 48 feet and bear 50 percent of the cost thereof;

   b. Furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gate signals, said signals to be located on each side of the track, not less than 30 feet from the roadway centerline and not less than 15 feet from the track centerline, to be activated by a bidirectional motion sensing device, and bear 20 percent of the cost thereof;

   c. Bear 20 percent of the cost of furnishing and installing the rural and modified rural-type guardrail ordered herein; and

   d. Maintain the automatic signalization and circuitry ordered herein and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

4. Each party shall notify the Commissioner upon completion of its portion of the project.

5. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 75 percent of the cost of furnishing and installing the automatic signalization and circuitry ordered in paragraph 3.b. and the guardrail ordered in paragraph 2.d., above.

6. Upon completion of the work ordered in paragraphs 2.d. and 3.b. above, applicant or Burlington Northern, Inc., whichever

advances the share of the cost apportioned to the Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. Before completion of the work, applicant or Burlington Northern, Inc., may submit progress claims for reimbursement, not to exceed 80 percent of the apportionment, for cost of labor, and other services provided to date of billing, and for the cost of materials stockpiled at the project site or specifically purchased and delivered for use on the project. The best estimate of the cost of the protective devices ordered herein is $73,000.

Made, entered and effective 9/18/79.

JOHN J. LOBDELL
Public Utility Commissioner

lm

Bypass Segment Nears End

(cc Coulter-Moerhing) S. Side By Pass - K Falls

Extension of the South Side Bypass to Washburn Way should be completed by late next week if construction continues on schedule.

The bypass begins at Highway 39. It currently runs to Homedale Road where it will connect with the new extension to Washburn Way. Eventually it should continue to Highway 97 if state funding is received.

Intersections were paved Thursday on the new stretch and the county was scheduled to begin striping today, Assistant Public Works Director Francis Roberts said.

The striping project cannot be completed, however, until the contractor finishes the shoulder. Shoulders should be done Monday and the county will begin placing fog lines and siding material, according to Roberts.

"It should be officially opened the latter part of next week," he added. 9/17/79

The bypass will eventually be a through street, but the county plans to place four-way stop signs at Altamont Drive and Homedale Road temporarily as a safety precaution.

"Altamont and Homedale have been through streets for many years so it could cause a problem if we suddenly place stop signs on them," Roberts said. Four-way stops will be used for about a month as an additional safety factor.

"The chances of two people running a stop sign at the same time are remote," he said.

The bypass also will have stop signs at the Burlington Northern Railroad tracks west of Summers Lane until drop gates arrive. Roberts said the railroad has ordered gates but they haven't arrived yet.

RECEIVED
STATE HWY ENGR
SEP 18 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 30, 1979
Salem, OR 97310

FROM: Cam Gilmour, Project Coordinator
Environmental Section Cam Gilmour

TO:
F. E. Terpin
G. A. Potter
J. B. Boyd
L. E. George
J. H. Versteeg
Walt Hart
Paul Riedl, FHWA
Jack Sollis
Dale Allen
Dave Carter, FHWA
Andre Kimboko

SUBJECT: Study Committee Review
The Dalles/California Highway - Washburn Way
(Klamath Falls South Side Bypass)
Klamath County, Oregon
Final Environmental Impact Statement Review Draft

NOTED
E. S. HUNTER

Please review the subject document, paying particular attention to your areas of expertise. Several changes in the content of the draft EIS are noteworthy: additional consideration of the proposed truck route (see pages 5-9 and 6-50); the addition of a wetlands Analysis and Finding (Appendix A) and Comments Received on the Draft EIS (Chapter 7); and complete revampment of the transportation, air quality and noise sections. Please focus your attention on these subjects and make your comments on the attached Environmental Document Review form.

Let me know by Friday, September 7, whether you feel a study committee meeting is necessary to discuss your comments. If sufficient interest is expressed, a meeting will be scheduled early the following week, you will be contacted as to time and place.

CG:brl

Attachments

cc: E. S. Hunter
Pieter Dykman w/attachment
Harold Brainerd w/attachment
Tony George w/attachment
Wayne Cobine, Resident Engineer w/attachment
Earl Kessler, County Engineer w/attachment

RECEIVED
TECHNICAL SERVICES
AUG 30'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
August 10, 1979

FILE: 18-1920

Dale Allen

FROM: Dale D. Allen
Region Engineer

SUBJECT: Road Exchange
Southside Bypass

TO: John Gunter
District Engineer

Attached is a letter from Earl indicating that the County is in agreement to working up some costs/mile as a beginning point in our road exchange discussions.

Proceed to calculate our estimate of these costs and submit them to the County. After they have had an opportunity to receive them, we will arrange a second meeting. Advise myself and Don Harwell when we need the next meeting.

DA:mr

encl

cc: Earl Kessler
Don Harwell

KLAMATH COUNTY
Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

July 31, 1979

Mr. Dale Allen
Region Engineer
Oregon State Highway Department
P.O. Box 1249
Bend, OR 97701

Dear Dale:

Thank you very much for your response in regards to my letter and some possible road exchanges with the Oregon State Highway Department. I have reviewed your tentative proposal of establishing ground rules for a road exchange with the Board of County Commissioners. The Board is in agreement to establish a cost per mile for certain types of maintenance work as the basis to accumulate the dollars needed to construct the Southside By-Pass. I would suggest that we get together in the very near future to determine these dollar values.

One major concern of the Board of County Commissioners is they feel they must have a firm date for construction of the Southside By-Pass. During our negotiations of establishing costs on the proposed roads we will attempt to finalize a construction date for the completion of the Southside By-Pass.

Hoping to hear from you in the very near future to start these proceedings.

Very truly yours,

Earl E. Kessler
Director of Public Works

EEK/dw
cc: Board of County Commissioners

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE AUG 1 1979 RDE
RSO REGION 4 RBE
ASSIGNED

10,171

Dale Allen
Region 4 Engineer

D. N. Harwell
D. N. Harwell
County-City Engineer

July 31, 1979

Klamath Falls (Southside) ByPass
FAS B-319
Financial & Road Exchange

Herewith are copies of the latest figures of projected costs for the Southside (K. Falls) ByPass as discussed with you this date.

The Klamath County Officials and others met with the Oregon Transportation Commission in March of this year and they presented their case of need for both route completion and additional funding to accomplish the task.

It appears some $5.8+ million is still needed for completion (State costs) if approved, and in that instance the offsetting exchange of needs and highways that could be discussed with the Klamath County Board of Commissioners.

Copies of data regarding the current financial status of this proposal is included showing both expenditure to date, projected FASC allocations, and dollar requirements to complete the overall project from both State and County.

DNH:pf
Attachments

7/mtt.

Date July 27 '79 PROJECT MANAGEMENT OFFICE MEMO

Subject Klamath Falls S. Side by-pass File No. ________

Received (call) (~~visit~~) from Dale Allen

Address ________

Made (call) (visit) to ________ Phone 382-1911

Reason for contact and general discussion: He met with local officials in K Falls area yesterday. He needs a letter from us showing the estimated cost (1979 dollars) of the by-pass and how much money the locals have available to put into the project. The difference needs to be reflected in the exchange of highways in Klamath County.

Harwell - Please handle. (Call Allen if necessary) Signature ________

File ( ) ( ) ( ) ( ) ( ) (H) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

SIDE B - PA

COUNTY'S COST

Highway #39 to Homedale Road	$ 622,000.00
Homedale to Washburn Way (estimate)	$ 800,000.00
Washburn Way to Midland Secondary (estimate)	$1,449,190.00
TOTAL	$2,871,190.00

RIGHT-OF-WAY

County's deposit with State	$ 191,000.00
County will deposit	$ 100,000.00
SUB TOTAL	$ 291,000.00
right-of-way cost to date	$ 74,321.33
	$ 216,678.67
States Estimate on right-of-way cost (from Washburn Way to Highway #97) [redacted]	$ 206,400.00 [redacted]

COUNTY EXPENDITURES

Highway #39 to Homedale Road	$ 622,000.00
Homedale to Washburn Way (estimate)	$ 800,000.00
Right-Of-Way	$ 74,321.33
	$1,496,321.33

ESTIMATE OF TOTAL COUNTY EXPENDITURES

Highway #39 to Midland Highway	$2,871,190.00
Right-of-Way	$ 291,000.00
F.A.S.-C. Match	$ 65,484.89
TOTAL	$3,227,674.89

Presented to OTC 3-27-79
attended J.W.

M
Don H.

County
F.A.S.-C Funds

Yearly Allocation

78-79		$306,887.00	
79-80		$380,407.00	4.1 year - 1/1/79 Fund Status
80-81	$122,986.00	$503,393.00	5.1 year
81-82	$145,052.00		
82-83	$ 78,000.00		
83-84	$ 78,000.00		
84-85	$ 78,000.00		
85-86	$ 78,000.00	$503,393.00	
Total	$457,052.00	+ $457,052.00	

= $960,445.00
$960,445.00 ÷ 88 = $1,091,414.22
(Total Project)

F.A.S.-C Matching Funds 80-81 Budget
County 6% = $65,484.89

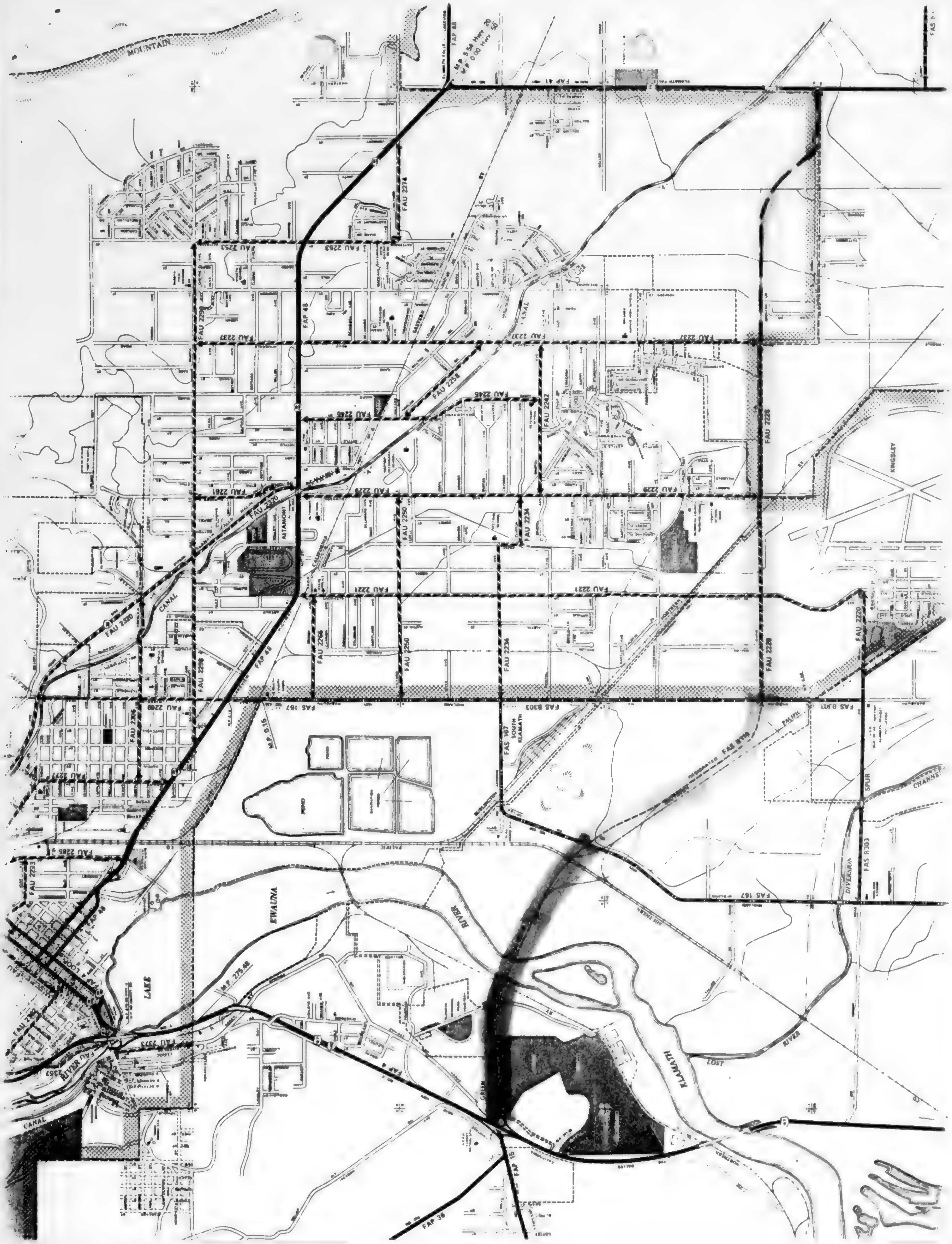
-56,044

'78 - 79,[illegible]
'79 100,920 (as allocated
'80 110,120 (10% over '79)
81 121,104 (20% over '79)
82 78,000
83 78,[illegible]
84 [illegible]
85 78,[illegible]

STATE'S COST

Estimate based on 1978 cost

Greensprings to Midland Highway	$1,792,000.00
Klamath River Bridge	$4,284,000.00
Midland and Southern Pacific Bridges	$ 776,400.00
TOTAL	$6,852,400.00
County's F.A.S.-C. Funds	$1,091,414.22
STATES COST	$5,760,985.78


MOUNTAIN
FAP 48
M.P. 5.54 Hwy 20
M.P. 0.00 Hwy 50
FAP 41
FAS
FAU 2274
FAU 2253
FAU 2298
FAU 2237
FAU 2258
FAU 2246
FAU 2245
FAU 2242
FAU 2228
FAU 2229
FAU 2261
FAU 2320
ALTAMONT
CALIFORNIA
EASTERN
CANAL
KINGSLEY
FAU 2250
FAU 2234
FAU 2221
FAU 2266
FAU 2220
FAU 2306
FAU 2209
FAS 167
FAS B303
SOUTH KLAMATH
M.P. 0.15
FAU 2277
FAU 2285
FAU 2233
PACIFIC
BURLINGTON
NORTHERN
FAS B716
SPUR
CHANNEL
DIVERSION
FAS B303
EWAUNA
RIVER
LAKE
M.P. 275.48
FAP 4
LOOP
FAU 2373
FAU 2357
RIVER
CANAL
GREEN
KLAMATH
LOST
RIVER
FAP 15
FAP 36

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: July 16, 1979

FROM: D. H. Moehring
Asst. State Highway Engineer

ORIGINAL SIGNED BY D. H. MOEHRING

NOTED
H. S. COULTER

SUBJECT: Southside ByPass
Klamath County

In your negotiating with Klamath County, regarding road exchanges, in all cases, you should definitely include and consider South 6th Street as a possible transfer to the local agency.

In the exchange discussion, it should be reiterated that any monetary involvement by State, regarding completion of the ByPass, would be in addition to that of Klamath County and/or Klamath Falls to the maximum advancement of federal funds available for local government programs, i.e. FAUS and FASC.

We suggest you continue to negotiate a trade for various state highway facilities with several alternates as you outlined in your letter, however, with 6th Street still the prime concern for inclusion.

Please be aware, as you have indicated, that the proposals are subject to final decision by the Highway Administration and Oregon Transportation Commission and any committments in the final instances, regarding either road exchange or monetary, will be subject of an agreement approved by the Oregon Transportation Commission and the Klamath County Board of Commissioners, and the Klamath Falls City Council (if necessary).

In your negotiation, please orient any proposed exchange of system around the functions the road or highway performs.

DNH:pf

cc: H. S. Coulter ✓
J. Gunter

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

Info	Inves	R/D	D/R	S.G.n	Act	File
X						X

7-17-79
ccp
Hunter
Schroeder info

1-125-1387

IN County file

ROAD DESIGN SECTION 378-6558

Anthony J. George, Engineering Coor.
Environmental Section

ADOlson
A. D. Olson
Preliminary Design Engineer

Southside Bypass (Klamath Falls)
U.S. 97-Washburn Way Section
Klamath County

1 Versteeg ✓
Anderson
2 Christensen DW 2/23
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 20 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

Referring to your request of June 12, Berm 1 would begin at station 108 Lt. and end at station 113 Lt. It can be constructed within the proposed right-of-way.

Berm 1 would require approximately 5,200 cubic yards of material and cost an estimated $13,000 to construct. Berm 1 would require extending and possibly realigning a proposed 30" culvert pipe approximately 60 feet for an additional cost of $2,000, making the total extimated cost for Berm 1 $15,000.

Berm 2 would begin at station 93 Rt. and end at station 113 Rt. It can be constructed within the proposed right-of-way.

Berm 2 would require approximately 16,000 cubic yards of material and cost an estimated $42,000 to construct. Berm 2 would require extending a proposed 18" culvert pipe approximately 60 feet and extending and possibly realigning a proposed 30" culvert pipe approximately 60 feet for an additional estimated cost of $3,000, making the total cost for Berm 2 $45,000.

The construction of Berms 1 and 2 would require approximately 7,000 cubic yards more than the 15,000 cubic yards of excess material indicated in the reconnaissance estimate. Cross sections indicate this additional material can be found within the proposed right-of-way between stations 113 and 119. Estimates are based on this material being used to complete the berms.

In discussing the project with field personnel I find that the above mentioned 15,000 yards was excess on the west side of the river but was needed on the east side and was to be used on this project. The above estimates were made on that basis-that the material was available, but that the cost of excavation and placing it would be charged to the berm. Replacement material is available on the east side of the river.

There would be no apparent adverse impact to the road design by constructing the berms.

This appears to be a Type 1A project.

ADO:cj

FORM 81-734-3030

OREGO HWAY DIVISION

I SPONDENCE

7701

979

6-28-79

FILE: 518-1920

FROM: Dale D. Allen
Region Engineer
Dale D. Allen

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Southside ByPass
Klamath Falls

NOTED
H. S. COULTER

The Director of Public Works, Earl [illegible]ler, has suggested we begin negotiating on road exchanges in Klamath County so that the Southside ByPass route can be put on the State Highway system.

I would concur that this should be done subject to the following understanding with the County:

> Any exchange of highways worked out by the County and this office would be subject to final approval by yourself and the Highway Commission.
>
> The exchange of routes would not commit the Department to any date for further construction on the ByPass.
>
> The formula or criteria for the exchange would be that the estimated capital expenditure required on the ByPass plus the estimated maintenance cost for the next ten years would have to approximately equal the estimated capital expenditure required on the routes we would transfer plus their estimated maintenance costs for the next ten years.

The benefit to the County, if such an exchange can be worked out, is that the project will be included for consideration in the Six-Year Plan update this fall.

Please advise if you approve.

attach File we prepared for Commission
HSC

DA:mr
encl

cc: John Gunter

I think we should look objectively at all possibilities including S. 6th Street and try to orient system around functions highway performs.

orig. — to

RECEIVED
STATE HWY ENGR
JUL 2 - '79

REFER TO
Moehring

FOR

Info	Inves	R/D	D.9	Sign	Act	File
			✓			

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

June 15, 1979

Mr. Dale Allen
State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Mr. Allen:

Please use this letter as a formal request by Klamath County to start negotiations regarding road exchange so that the Southside By-Pass can be put on the State system. Please check with your supervisors and if South 6th Street is to be considered as one of the roads to be exchanged there is no need to proceed from this point on.

While discussing the proposed road exchange with the Board of Commissioners I mentioned the possibility of exchanging for South 6th Street. They, however, will not consider any part of this road as part of the exchange.

Hoping to hear from you in the near future to start negotiations.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
Director of Public Works

EEK/dw

RDE RE PCE PLA FAE
RECEIVED
RTE GEO
RDE JUN 19 1979 RDE
RSO REGION 4 RBE
ASSIGNED____________

c: [illegible] 6-19-79 [illegible]

K-7000

FORM 81-734-3630

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

June 12, 1979

Salem, OR 97310

FROM: Tony
Anthony J. George, Engineering Coord.
Environmental Section

SUBJECT: Southside Bypass (Klamath Falls)
U.S. 97-Washburn Way Section
Klamath County, Oregon

TO: J. H. Versteeg
Head of Engineering

Attached is a map showing the location of prospective sound berms on the subject project. Would you please analyze the two barriers presented below, providing us with engineering feasibility and approximate costs of each berm. This information is needed so that we may complete our noise study report for the Final Environmental Impact Statement document. The reconnaissance narrative report states that there will be an excess of 15,000 cu. yards of material from the west side of the river.

The specifications for each berm are as follows:

Berm	Station	Length	Break in Line of Site*
1	Lt. 108- 118+50	1050'	2.5' (cemetery)
2	Rt. 93-113	2000'	1.0' (golf course)

*Assume the receptor is 5 feet high.

We have shown the east end of both berms as overlapping the cut section. The berm height will have to be tapered to meet the cut section in these areas while maintaining the necessary break in the line of sight.

Thank you for your assistance.

AJG:brl

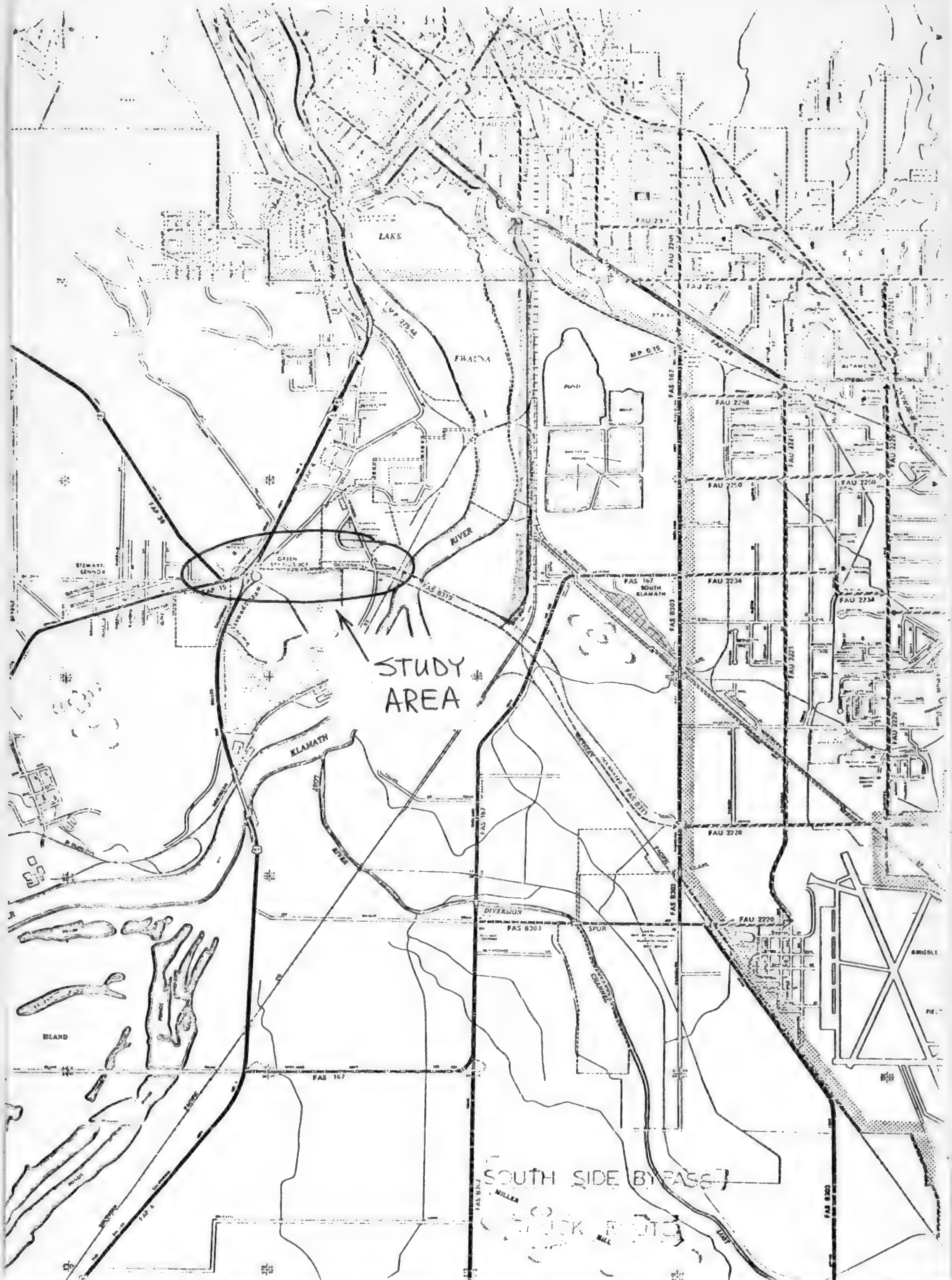
Attachment

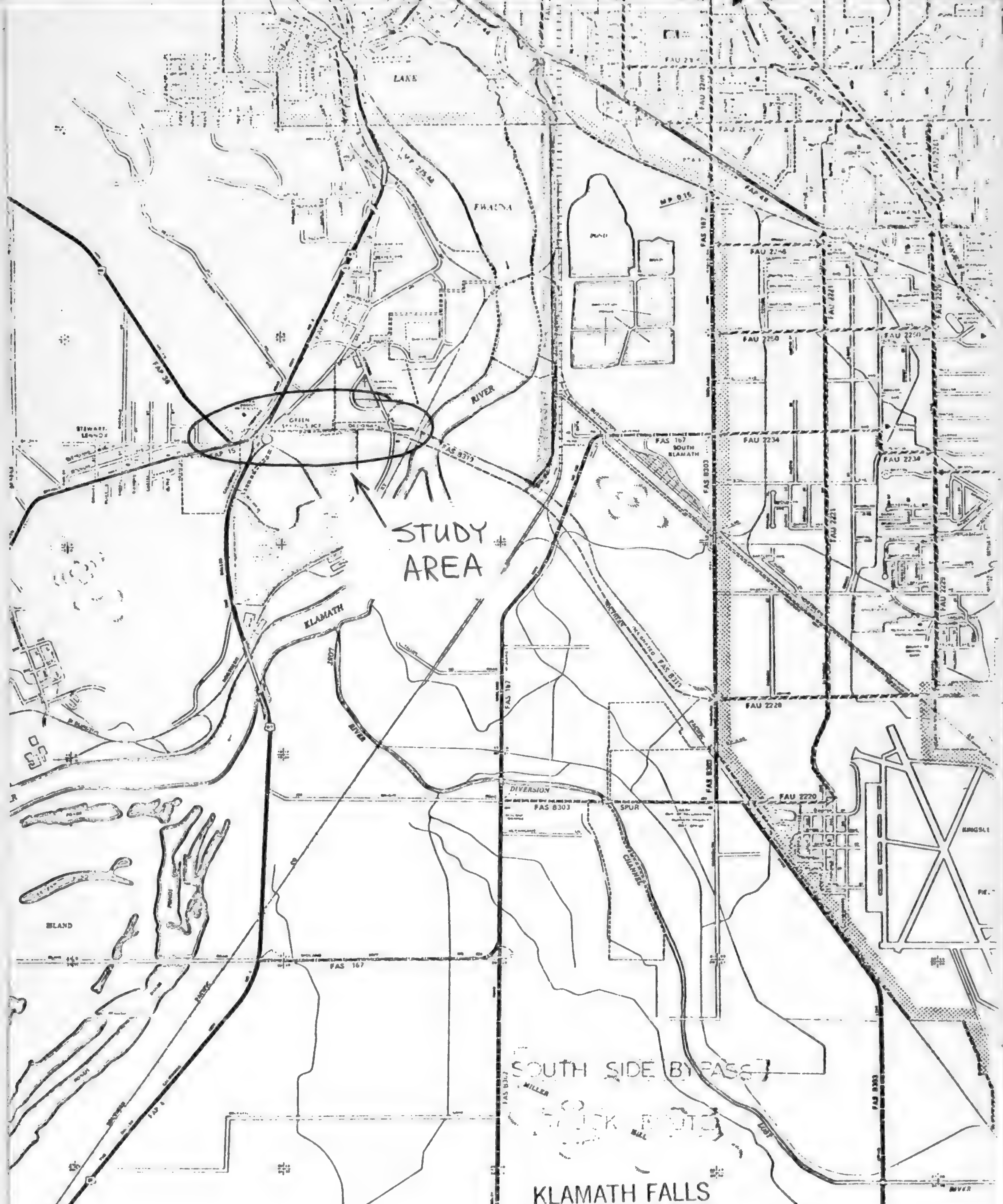
cc: A. Olson, Engineering

1 Versteeg ✓
Anderson
2 Christensen
Olson Copy
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 12 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action


LAKE
EWAUNA
RIVER
FAP 15
FAS 8319
FAS 167
SOUTH KLAMATH
FAU 2250
FAU 2234
FAU 2228
FAU 2220
FAS 8303
KLAMATH
RIVER
DIVERSION
SPUR
CHANNEL
ISLAND
MILLER
HILL
STUDY AREA
SOUTH SIDE BYPASS


LAKE
EWAUNA
RIVER
KLAMATH
RIVER
DIVERSION
CHANNEL
SPUR
STEWART LENNOX
GREEN SPRINGS
SOUTH KLAMATH
ISLAND
POND
KINGSLEY
FAP 15
FAP 38
FAP 48
FAP 6
FAS 8313
FAS 8303
FAS 167
FAU 2234
FAU 2250
FAU 2220
CANAL
MILLER
HILL
STUDY AREA
SOUTH SIDE BYPASS

KLAMATH FALLS
URBAN AREA MAP

KLAMATH COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised September 1975

SCALE IN FEET
1200 0 1200 2400 3600

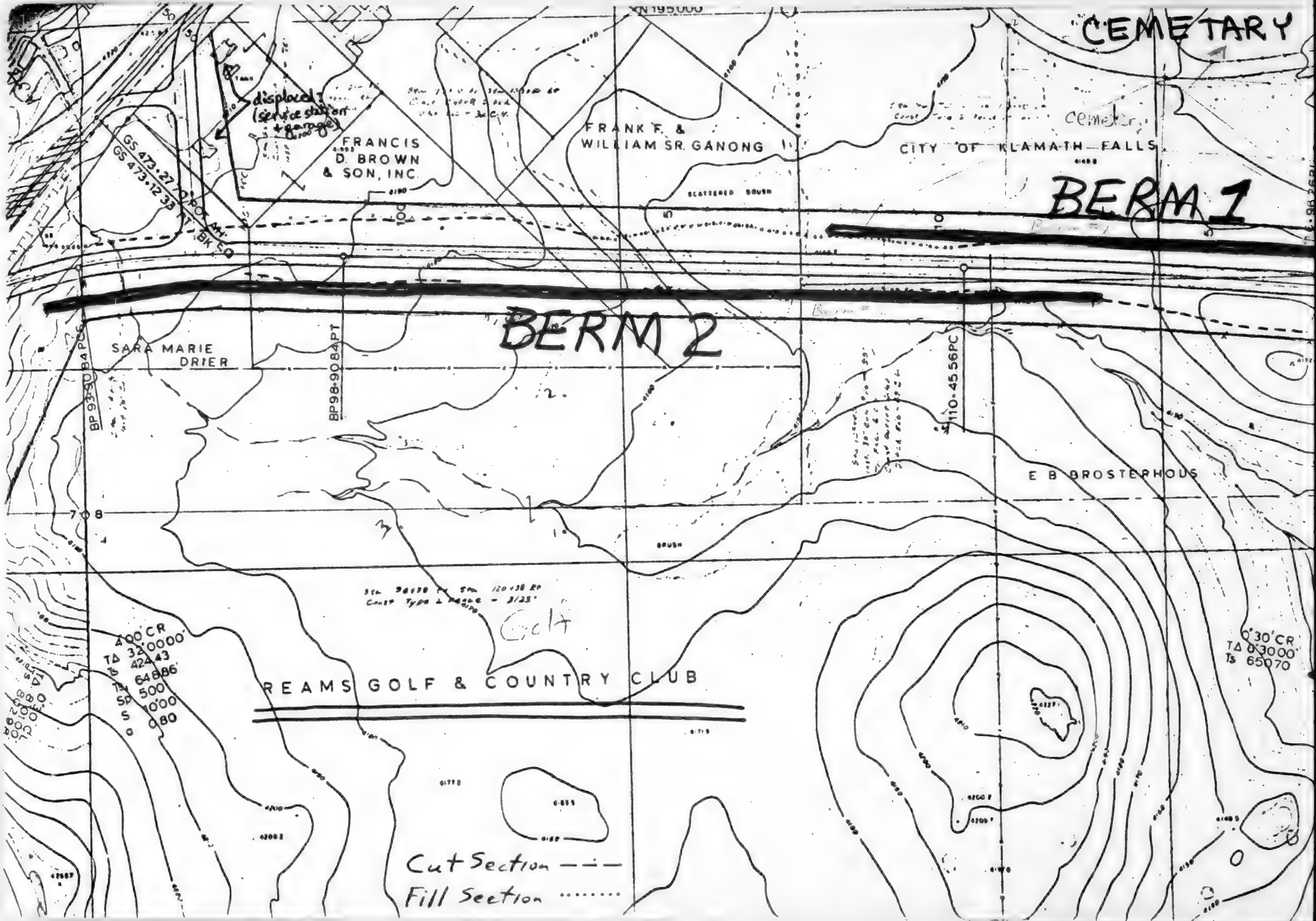
Population 16 300

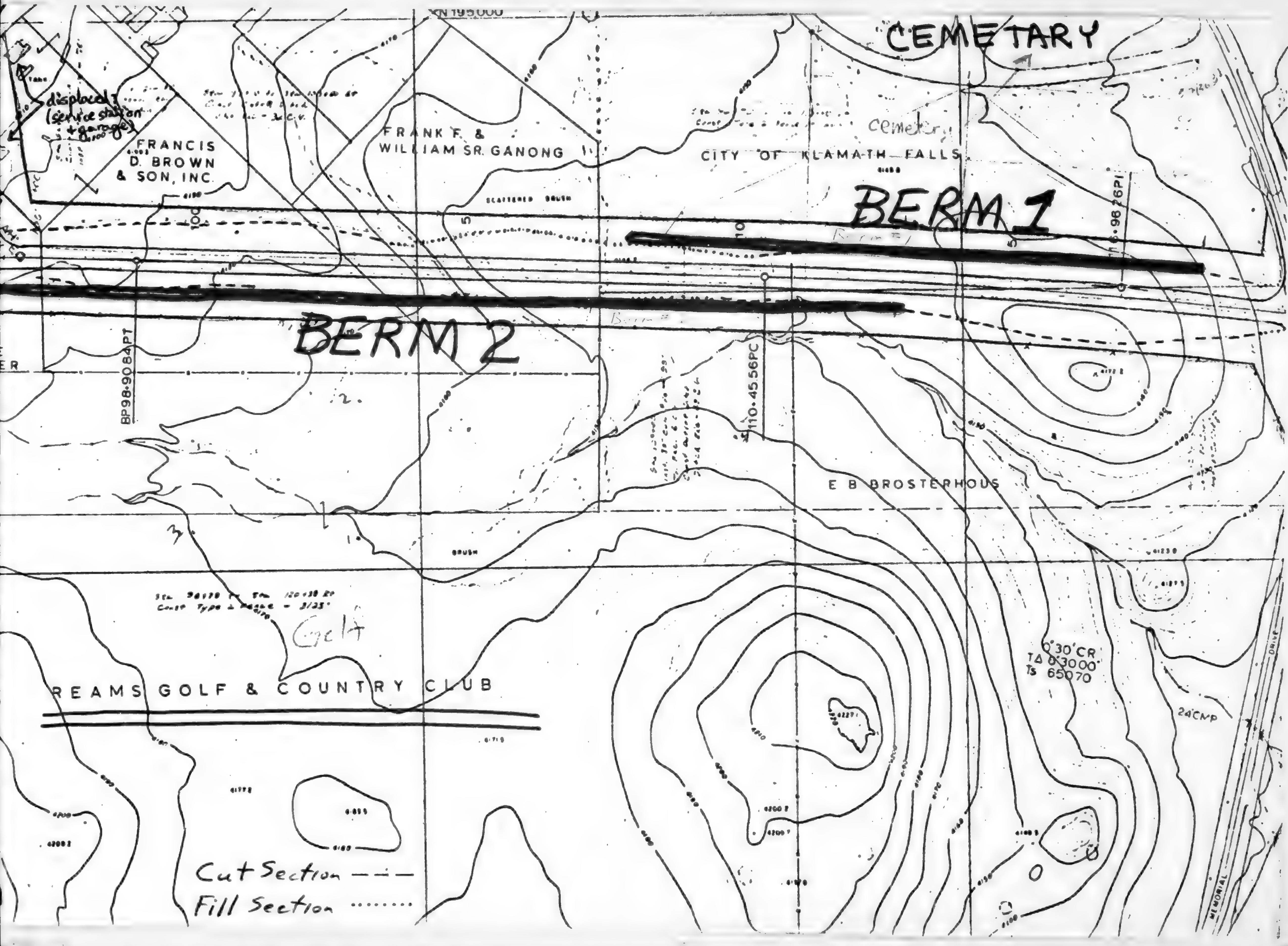
▨ CENTRAL BUSINESS DISTRICT

☐ PUBLIC AREAS

URBAN AREA BOUNDARY

Federal Aid System Approved July 1, 1976
Urban Area [illegible] by F.H.W.A. May 14 [illegible]


CEMETARY
cemetery
CITY OF KLAMATH FALLS
BERM 1
BERM 2
FRANK F. & WILLIAM SR. GANONG
FRANCIS D. BROWN & SON, INC.
displaced (service station + garage)
SCATTERED BRUSH
N195000
GS 473+27.70 POT AH
GS 473+12.33 BK EQ
SARA MARIE DRIER
BP 93+90.84 PC6
BP98+90.84PT
110+45.56PC
E B BROSTERHOUS
BRUSH
Golf
REAMS GOLF & COUNTRY CLUB
4°00' CR
TΔ 32°00'00"
Ts 424.43
TΔ 648.86
Sp 500
S 10.00
e 0.80
0°30' CR
TΔ 0°30'00"
Ts 650.70
708
Cut Section ---
Fill Section ......


CEMETARY
cemetery
CITY OF KLAMATH FALLS
BERM 1
BERM 2
FRANK F. & WILLIAM SR. GANONG
FRANCIS D. BROWN & SON, INC.
displaced (service station + garage)
SCATTERED BRUSH
N 195,000
116.96.26PI
110.45.56PC
BP98.90.84PT
E B BROSTERHOUS
BRUSH
REAMS GOLF & COUNTRY CLUB
Golf
0°30'CR
TΔ 0°30'00"
Ts 65070
24"CMP
MEMORIAL DRIVE
Cut Section - - -
Fill Section ....

OREGON TRANSPORTATION COMMISSION

Delegation **City of Klamath Falls and Klamath County**
Re: Southside Bypass and Truck Route

Date **March 27, 1979**

Time **10:45 a.m.**

Name	City or Town	Capacity
FLOYD L. WYNNE	KLAMATH FALLS	COMMISSIONER
ALVIN A CHEYNE	KLAMATH FALLS	"
NELL KUONEN	"	COUNTY COMMISSIONER
GEO. C. FLITCRAFT	"	MAYOR
JIM WATSON	"	CITY MGR.
PETE CREBBIN	"	LOGGING CONTRACTOR
HAROLD HOWARD	"	CITY COUNCILMAN
JIM KERNS	"	ROADS ADVISORY CMM.
LLOYD Y. WILSON	"	CITY COUNCILMAN
EARL E. KESSLER	"	DIRECTOR OF PUBLIC WORKS
DORMAN TURNER	"	KLAMATH CO. CHAMBER OF COMMERCE KLAMATH CO. ECONOMIC DEVELOPMENT ASSN.
FRED [illegible]	"	[illegible] TY LEADER - FREE ENT.
[illegible]	"	" [illegible] TY [illegible]

NOTED
F. B. KLABOE

(4/3/79 copy to FB Klaboe)

March 27, 1979, Commission Meeting

City of Klamath Falls and Klamath County regarding Southside Bypass and Truck Route

Chairman Jackson's comments (verbatim)

CHAIRMAN JACKSON: I think our concern at the moment is that, one, the legislature is in session, fully aware of the economics of highway construction and maintenance. We will not have a final answer to the dollar situation until the legislature takes final action -

ALVIN CHEYNE: We understand that.

CHAIRMAN JACKSON: - on pending legislation, reallocation of funds. On the other hand, we are proceeding to investigate through the environmental impact studies on this new route. The State has been very active in supporting the county in this matter. You have certainly evidenced in a very tangible way you're willing to put your own dollars into this project. We're hopeful that we can come up with some satisfactory answers. I, unfortunately, can't give you those answers today.

ALVIN CHEYNE: We understand that, Glenn, and we appreciate your time and efforts that you have extended to us.

CHAIRMAN JACKSON: If you will be patient with us, we'll do everything we can.

ALVIN CHEYNE: Good.

GORDON COLEMAN: There was one question. Did I understand you not calling this a truck route, just a bypass?

ALVIN CHEYNE: This is a bypass. One of the primary purposes of it, of course, is to end the log truck traffic coming in from the east.

MR. COLEMAN: So all through traffic -

ALVIN CHEYNE: Yeah, it leaded to a truck route and it was a route that we had suggested down the railroad tracks and connect with it, and we understand the economics of these things.

CHAIRMAN JACKSON: The in-city truck route bypass down by Copeland yard and on down the lake. That's going to be the County and City responsibility.

ALVIN CHEYNE: Yes, if it's built. We realize that this is going to have to be a joint City-County effort. We won't be back to ask you for funding on the truck route. Thank you very much.

CHAIRMAN JACKSON: Okay, thank you very much.

When February Commission meeting is set, write to:

Earl Kessler
Director of Public Works
Klamath County
Veteran's Memorial Building
Klamath Falls, OR 97601

RE: Appearances of County and City officials re Southside Bypass and Truck Route

Per Klaboe on 12-28-78

Comm_Meetings
~~Feb. 8 - telephone~~
March 27 Salem
April 17 Medford

✓ with F.B.K.

1. March meeting
2. 15 min - each deleg -
3. 10:30 or 11 am. start delegations

County
F.A.S.-C Funds

Yearly Allocation			
78-79		$306,887.00	
79-80		$380,407.00	4.1 year
80-81	$122,986.00	$503,393.00	5.1 year
81-82	$145,052.00		
82-83	$ 78,000.00		
83-84	$ 78,000.00		
84-85	$ 78,000.00		
85-86	$ 78,000.00		
		$503,393.00	
Total	$457,052.00	+ $457,052.00	

= $960,445.00
$960,445.00 ÷ 88 = $1,091,414.22
(Total Project)

F.A.S.-C Matching Funds 80-81 Budget
County 6% = $65,484.89

Presented to
OTC 3/27/79
by Earl Keisler,
Director of
Public Works

COUNTY'S COST

Highway #39 to Homedale Road	$ 622,000.00
Homedale to Washburn Way (estimate)	$ 800,000.00
Washburn Way to Midland Secondary (estimate)	$1,449,190.00
TOTAL	$2,871,190.00

RIGHT-OF-WAY

County's deposit with State	$ 191,000.00
County will deposit	$ 100,000.00
SUB TOTAL	$ 291,000.00
right-of-way cost to date	$ 74,321.33
	$ 216,678.67
States Estimate on right-of-way cost (from Washburn Way to Highway #97)	$ 206,400.00

COUNTY EXPENDITURES

Highway #39 to Homedale Road	$ 622,000.00
Homedale to Washburn Way (estimate)	$ 800,000.00
Right-Of-Way	$ 74,321.33
	$1,496,321.33

ESTIMATE OF TOTAL COUNTY EXPENDITURES

Highway #39 to Midland Highway	$2,871,190.00
Right-of-Way	$ 291,000.00
F.A.S.-C. Match	$ 65,484.89
TOTAL	$3,227,674.89

Presented to
OTC 3/27/79
by Earl
Nelson

STATE'S COST

Estimate based on 1978 cost

Greensprings to Midland Highway	$1,792,000.00
Klamath River Bridge	$4,284,000.00
Midland and Southern Pacific Bridges	$ 776,400.00
TOTAL	$6,852,400.00
County's F.A.S.-C. Funds	$1,091,414.22
STATES COST	$5,760,985.78

Presented to
OTC 3/27/79
by Earl Kessler

MAYOR'S STATEMENT TO STATE TRANSPORTATION COMMISSION:

present T.C.
10:07 a.
3/27/79

MY NAME IS GEORGE FLITCRAFT, AND I AM MAYOR OF THE CITY OF KLAMATH FALLS, AND I AM SPEAKING ON BEHALF OF THE KLAMATH FALLS CITY COUNCIL. I ALSO HAVE WITH ME TODAY COUNCILMAN LLOYD WILSON WHO WILL ADDRESS YOU A LITTLE LATER AND COUNCILMAN HAROLD HOWARD. WE HAVE ALSO BROUGHT OUR CITY MANAGER, JIM WATSON.

I AM HERE TODAY IN SUPPORT OF THE COUNTY COMMISSIONER'S PROPOSAL FOR THE SOUTH SIDE BYPASS PROJECT. OUR AREA IS GROWING, TRAFFIC FLOWS ARE INCREASING, AND TRUCK TRAFFIC ON OUR MAIN STREET IS TO THE POINT THAT IT IS DANGEROUS TO SHOP IN OUR DOWNTOWN AREA. IN ORDER TO ALLEVIATE THIS EXTREME SITUATION, WE MUST HAVE A SOUTH SIDE BYPASS SO THE CITY AND COUNTY CAN CONSTRUCT AN ALTERNATE TRUCK ROUTE TO OUR CITY. TO CONTINUE TO PERMIT TRUCK TRAFFIC ON OUR MAIN STREET IS RIDICULOUS, AND WE MUST PLAN IMMEDIATELY TO RE-ROUTE THE TRUCKS.

DURING THE PAST FEW YEARS WE HAVE THOROUGHLY STUDIED ALTERNATE ROUTING OF THE TRUCKS, BUT WE COULD NOT COME UP WITH ANY PLAN THAT WOULD SUFFICE EXCEPT FOR A VERY SHORT PERIOD OF TIME. WE DO NOT WISH TO CREATE A NEW PROBLEM BY ELIMINATING THE EXISTING ONE; THEREFORE, WE ARE APPEALING TO YOU FOR YOUR SUPPORT. OUR COMMUNITY IS SINCERELY INTERESTED IN THE SAFETY OF ITS CITIZENS, AS I BELIEVE THIS COMMISSION IS. BUT, UNDER NO CIRCUMSTANCES CAN WE ACCEPT A TEMPORARY SOLUTION THAT WILL JEOPARDIZE OR IMPEDE THE LONG TERM SOLUTION.

AGAIN, WE ARE IN COMPLETE SUPPORT OF KLAMATH COUNTY'S POSITION TO CONSTRUCT THE SOUTH SIDE BYPASS AND URGE YOUR STRONG SUPPORT.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 16, 1979

FILE:

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Klamath Falls South Side Bypass and Truck Route

TO: E. S. Hunter
Asst. State Highway Engineer

We have prepared the attached report for use by the Transportation Commission in discussion of the Klamath Falls South Side Bypass and Truck Route with Klamath Falls City and County Officials March 27.

Attachment

VAB:ge

KLAMATH FALLS SOUTH SIDE BYPASS
AND
TRUCK ROUTE

March 1979

A south bypass of the central business district of Klamath Falls has long been proposed by City and County officials. Their ultimate goal is a bypass route (approximate length 9.7 miles) beginning at the Green Springs Interchange on the The Dalles-California Highway and ending at Olene, situated on the Klamath Falls-Lakeview Highway some 10 miles southeast of Klamath Falls. This proposed bypass intersects several State highways as well as County roads and consequently could be put in service by construction of segments.

On the attached map (Exhibit A shown in green) is delineated this proposed bypass. Also included is a breakdown by segments for which the lengths and costs are shown.

Segments A-B and B-C, FASC B-319

This segment is the northerly alternative of three presented to the public at a corridor-design hearing held May 1, 1978. This alternative has the approval of County officials and is the route for which the State Highway Division is in the process of preparing the Final Environmental Impact Statement: target completion date summer 1979. A truck route (proposed by the County) associated with the bypass is being included in the FEIS. This 2.1 mile truck route proposal (shown in blue on Exhibit A) would be constructed parallel to and on the west side of the Southern Pacific Railroad, thus affording a connection for trucks between the industrial area at South 6th Street (Point G) and the proposed bypass at Point B. Construction costs in 1979 dollars for these two segments of the proposed bypass and truck route have been estimated on a reconnaissance basis as follows:

Proposed Southside Bypass

Point A - Green Springs Interchange
1.4 miles - Construction Cost $6,000,000
Point B - Connection with Truck Route
1.4 miles - Construction Cost $2,300,000
Point C - Washburn Way

Proposed Truck Route

Point B - Connection with Proposed Bypass
2.1 miles - Construction Cost $2,800,000
Point G - Klamath Falls-Lakeview Highway (S. 6th St.)

Segment C-D, FAU 2228

This segment of the bypass, Washburn Way (Point C) to Homedale Road (Point D), follows an existing County road and is scheduled for improvement in 1979 and 1980 by Klamath County.

Segment D-E, FAU 2228

This segment was constructed by Klamath County and opened for traffic last year. It connects Homedale Road at Point D to the Klamath Falls-Malin Highway at Point E.

Segment E-F

Klamath Falls-Malin Highway (Point E) to Olene (Point F) is a County proposal to be constructed if and when traffic warrants.

Proposed Trade

The magnitude of costs for constructing the westerly section of the bypass (A-B and B-C) and the truck route (B-G) severely limits the County's ability to complete the system. To assure funding for the early completion of the bypass, it has been suggested by the locals that the bypass be made a part of the State Highway System. It is now Klamath County's proposal that the State Highway Division locate, design and fund the construction of Segment A-B and the 2.1 mile truck route (Point B to 6th Street). If the bypass is funded, by whatever means, and is accepted by the Transportation Commission into the State Highway System, then it can be anticipated that the County will want the State to also take into our system the remainder of the bypass easterly to Olene.

Whether or not it is possible for the Transportation Commission to fund any or all of the proposals is a matter that will be discussed in the next section of this report. However, if we were to eventually accept the bypass and/or the truck route into our system, we should get rid of several roads in the area that do not have the characteristics of State responsibility. Possible candidates are shown colored in pink on Exhibit A.

Funding Possibilities

The section from A to B is estimated to cost a total of $6.0 million. You will recall that we had included in the 1976 Six-Year Program a project on the Klamath Falls-Malin Highway in the original amount of $3.9 million. A delegation of all parties interested in the bypass project (and there appears to be total support that this is Priority No. 1 from all jurisdictions in the area) appeared before you some time back and requested the deletion of the Klamath Falls-Malin job and the reallocation of the $3.9 million to the South Side Bypass. Acting on this proposal, the Klamath Falls-Malin job was deleted from the 1978 version of the Six-Year Program, but since the bypass was not on the State Highway System, the $3.9 million was not shown there. The community does feel that they have your commitment in this amount. There are, however, no written or, as far as I know, oral commitments regarding this.

I suggest that we proceed on this project in the following manner:

1. Acknowledge that we have a financial commitment, that funds are not available now, but indicate that strong consideration will be given to the project when the next revision of the Six-Year Program is made.

2. Proceed to work up a trade of highways which would place the South Side Bypass on the State system at an appropriate time in exchange for some or all of the existing State highways shown colored pink on the attached map.

3. That we commit to working with the County on financing and building the bypass with our responsibility being limited to eventually providing some financing for the section between A and C and the County financing the remainder. The trade of highways would be agreed on at such time as the bypass between A and E is completed.

4. Advise the County and City that we will not place the truck route on our system, nor will we contribute to the financing of it. (The truck route does not appear to be the type facility which should be on the State Highway System).

5. Continue to work with the County and City on completion of the Final EIS and finish the preliminary engineering which includes the design and descriptions for the right-of-way for the South Side Bypass. (This work is being accomplished with FHWA approval). Right-of-way purchase costs are to be the obligation of the County. We would also do work on the Truck Route if they desire, but at no cost to the Department of Transportation.

6. That none of the above commits the Department of Transportation to a certain time for construction.

FET/FBK:ge

3/16/79

TABLE 1

PROPOSED TRUCK ROUTE TRAFFIC FORECAST
(Based on 1970 O-D data and Wilsey & Ham report)

Year	Autos	Trucks	Total
1980	850	220	1,070
2000	1,450	340	1,790

TABLE 2

KLAMATH FALLS PROPOSED TRUCK BYPASS

Benefit-Cost Ratios 1/

Route	Travel Time (Minutes)	Drivers Salary Savings 2/		Construction Costs 3/	Annual Cost To Repay Const. Cost 3/ & 4/	Benefit-Cost Ratio 3/	
		1980	2000			1980	2000
Existing at 25 m.p.h.	8.6	-	-	-	-	-	
Proposed Truck Route at 40 m.p.h.	5.4	$164,700	$234,600	$2,800,000	$285,180	0.58	0.82
Existing at 30 m.p.h.	7.2	-	-	-	-	-	
Proposed Truck Route	5.4	91,500	$130,300	$2,800,000	$285,180	0.32	0.46

1/ Based on 220 trucks and 850 autos per day, 365 days per year for 1980; on 340 trucks and 1,450 autos in the year 2000.

2/ Drivers 1980 average salary and benefits of $15.15 per hour for trucks and $5.91 per hour was computed from earlier work for the La Grande Study.

3/ Construction costs shown do not include right-of-way costs (not available at this time). If right-of-way costs were included the Annual Cost to Repay Construction Cost would be higher, and Benefit-Cost Ratios lower.

4/ Project Capital Recovery Factor (0.10185) for 20 years at eight percent was used.

OREGON DEPARTMENT OF TRANSPORTATION
Office of Project Management
Urban Studies Unit

KLAMATH FALLS: ADDENDUM TO TRUCK ROUTE BENEFIT-COST RATIO

Background

A report was published October 25, 1978 entitled Klamath Falls: Truck Route Benefit-Cost Ratio. A request was received February 28, 1979 from the Location Section to update the traffic forecasts and cost estimates and to recompute the benefit-cost ratios. This report responds to that request.

Summary

The distances traveled by the proposed truck route and the existing route are equal. Any vehicle operations savings would be based on the possibility of higher vehicle speeds on the truck route. Whether the route can attract automobile traffic or not depends on whether or not higher speeds actually materialize.

As the route is proposed as a two lane facility attractiveness to automobiles will depend on grades and geometric alignment as well as passing opportunity. If trucks are slow moving on grades or sharp turns and cars cannot pass, auto traffic will be discouraged.

New traffic forecasts were made as will be explained in the section on analysis. The results of these forecasts are shown in Table 1.

Table 2 shows the travel time data and possible savings at a speed of 40 m.p.h. on the truck route. Two comparisons are made with the existing route; one at 25 m.p.h. and one at 30 m.p.h. It can be seen that possible cost savings are sensitive to speed. Calculations were made for both 1980 and the year 2000.

Benefit-Cost ratios of less than 1.0 are usually considered to indicate a project with costs that exceed operational benefits.

Analysis

The 1970 Origin-Destination Survey showed that there were 1,435 vehicle trips between the area served by the north end of the proposed bypass and the major highways to the south and east. If it can be assumed that 50 percent of these trips would be attracted to the bypass, the 1970 volume would be 715.

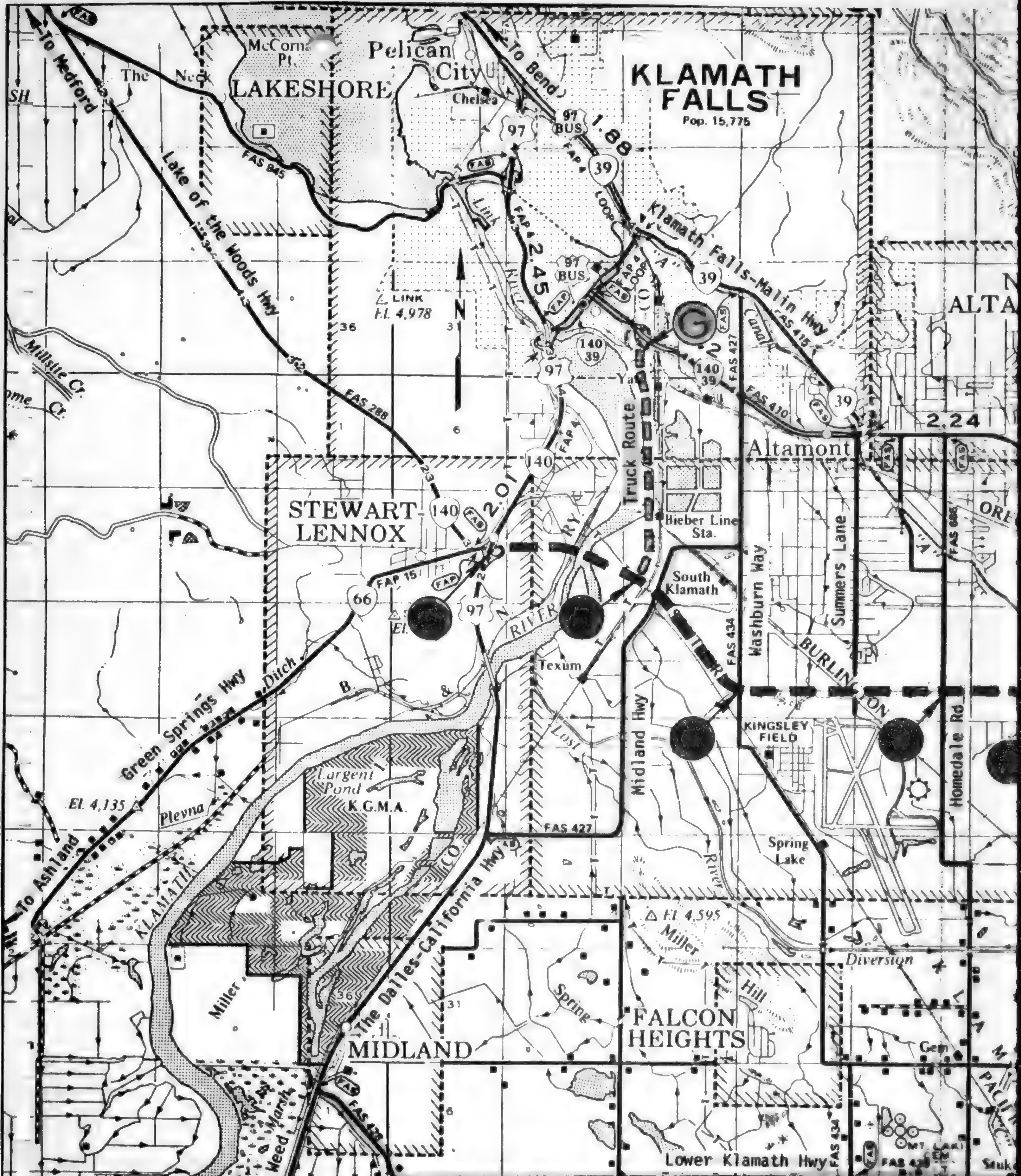
The Urban Studies Unit assumed a growth factor of 1.5 from 1970 to 1980 and a factor of 2.5 from 1970 to 2000. Compared to other traffic growth in the area, these factors may be on the high side. This could account for some new traffic generated by activities over and above the historical growth trends. Based on these growth factors, the traffic volumes shown in Table 1 were developed.

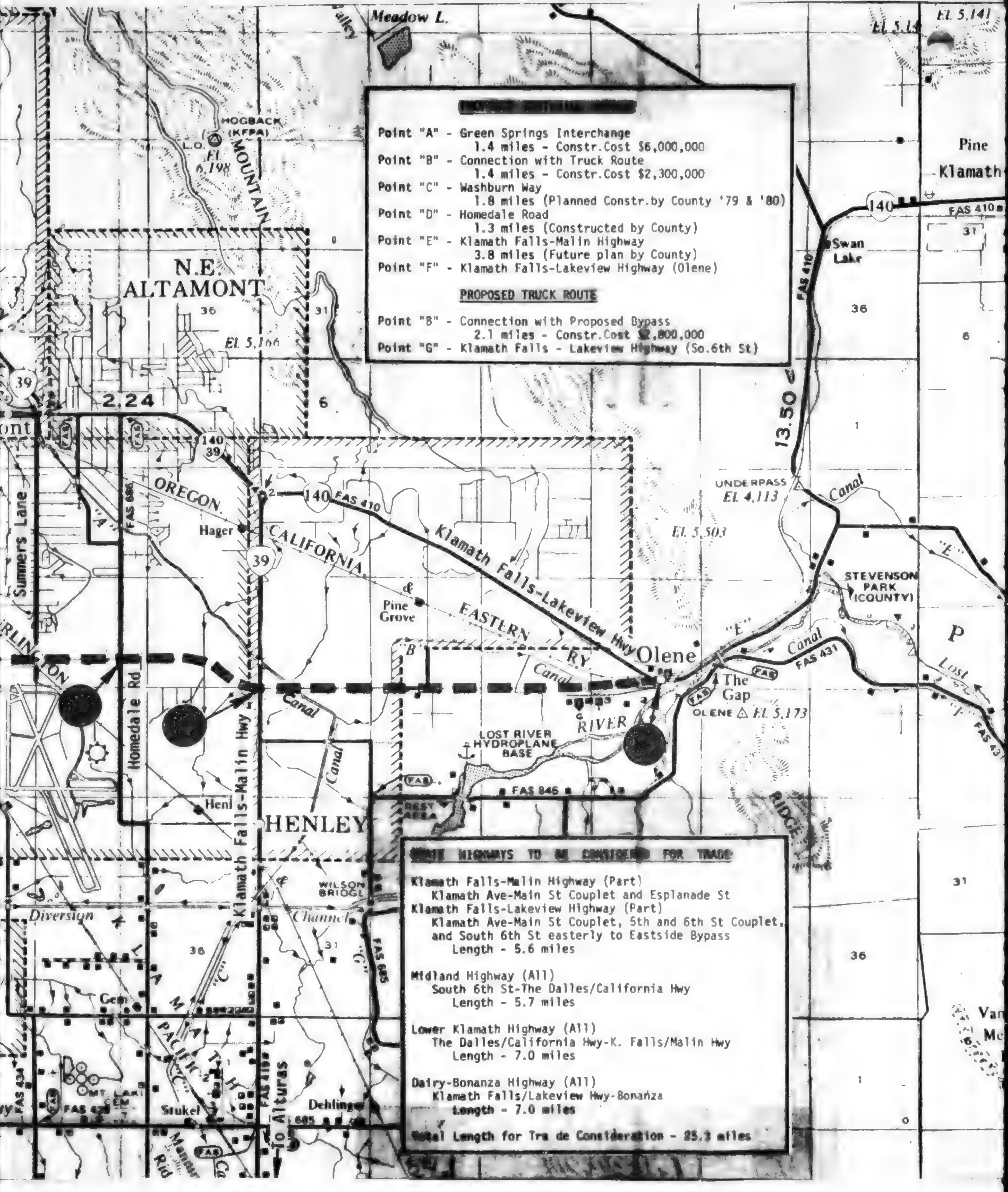
The costs for both trucks and autos were developed from work done for a La Grande railroad crossing study. This work identified the 1980 Average truck drivers salary and benefits to be $15.15 per hour. Documentation of this work is extensive and not currently in a publishable form. However, it can be published if required.

Costs for auto drivers is a matter of varied opinion. Few researchers in the field claim no value to a driver's time. Some researchers claim a driver's time is worth double or more of his hourly wage; this is based on most employers having to pay double time to get workers to give up their leisure time.

The ODOT Economics Unit takes a middle of the road view. After much analysis in 1976, the Economics Unit assigned a value of $4.68 per hour to a driver's time. This was two-thirds of the Oregon average hourly wage at the time. Inflated by six percent per year, the wage becomes $5.91 for 1980. This figure was used in the calculations for the Table 2 benefit-cost ratios. It should be noted that the construction costs shown are for construction only and do not include right-of-way costs as they are not available at this time. If right-of-way costs had been included, the benefit-cost ratios would have calculated to lower figures than shown.

William L. Cranford
March 15, 1979


KLAMATH FALLS
Pop. 15,775
Pelican City
Chelsea
McCornack Pt.
The Neck
LAKESHORE
FAS 845
To Medford
To Bend
Lake of the Woods Hwy
FAS 288
Millsite Cr.
1.88
2.45
2.01
2.24
97
97 BUS
39
140
66
FAP 4
FAP 15
FAS 427
FAS 415
FAS 410
FAS 434
Link
Link River
LINK
El. 4,978
N
Klamath Falls-Malin Hwy
Canal
ALTA
Altamont
Truck Route
Yard
Bieber Line Sta.
South Klamath
STEWART-LENNOX
El.
Texum
RIVER
B. & N. RY.
Washburn Way
Summers Lane
BURLINGTON
KINGSLEY FIELD
Homedale Rd.
Midland Hwy
Lost River
Spring Lake
Green Springs Hwy
Ditch
El. 4,135
Plevna
To Ashland
KLAMATH
Largent Pond
K.G.M.A.
The Dalles-California Hwy
El. 4,595
Miller Hill
Diversion
Miller
Spring
FALCON HEIGHTS
MIDLAND
To Weed
Marsh
Lower Klamath Hwy
FAS 422
FAS 434
FAS 435
MT. LAKI CEM.
Gem
North
Lake
PACIFIC
36
31
6
1
3


Meadow L.
El. 5,141
HOGBACK (KFPA)
L.O.
El. 6,198
MOUNTAIN
N.E. ALTAMONT
El. 5,166
39
2.24
140
39
OREGON
CALIFORNIA
& EASTERN RY
Hager
Pine Grove
Summers Lane
Homedale Rd
Klamath Falls-Malin Hwy
Klamath Falls-Lakeview Hwy
140
FAS 410
FAS 686
13.50
Swan Lake
Pine
Klamath
UNDERPASS
El. 4,113
Canal
El. 5,503
STEVENSON PARK (COUNTY)
"E"
Olene
The Gap
FAS 431
OLENE El. 5,173
Lost
P
B
RIVER
LOST RIVER HYDROPLANE BASE
FAS 845
REST AREA
RIDGE
Henl
HENLEY
WILSON BRIDGE
Channel
Diversion
KLAMATH
"C"
PACIFIC
Gem
MT. LAKI CEM
Stukel
Dehlinger
FAS 605
FAS 434
To Alturas
36
31
6
1

[illegible]

Point "A" - Green Springs Interchange
1.4 miles - Constr.Cost $6,000,000
Point "B" - Connection with Truck Route
1.4 miles - Constr.Cost $2,300,000
Point "C" - Washburn Way
1.8 miles (Planned Constr.by County '79 & '80)
Point "D" - Homedale Road
1.3 miles (Constructed by County)
Point "E" - Klamath Falls-Malin Highway
3.8 miles (Future plan by County)
Point "F" - Klamath Falls-Lakeview Highway (Olene)

PROPOSED TRUCK ROUTE

Point "B" - Connection with Proposed Bypass
2.1 miles - Constr.Cost $2,800,000
Point "G" - Klamath Falls - Lakeview Highway (So.6th St)

STATE HIGHWAYS TO BE CONSIDERED FOR TRADE

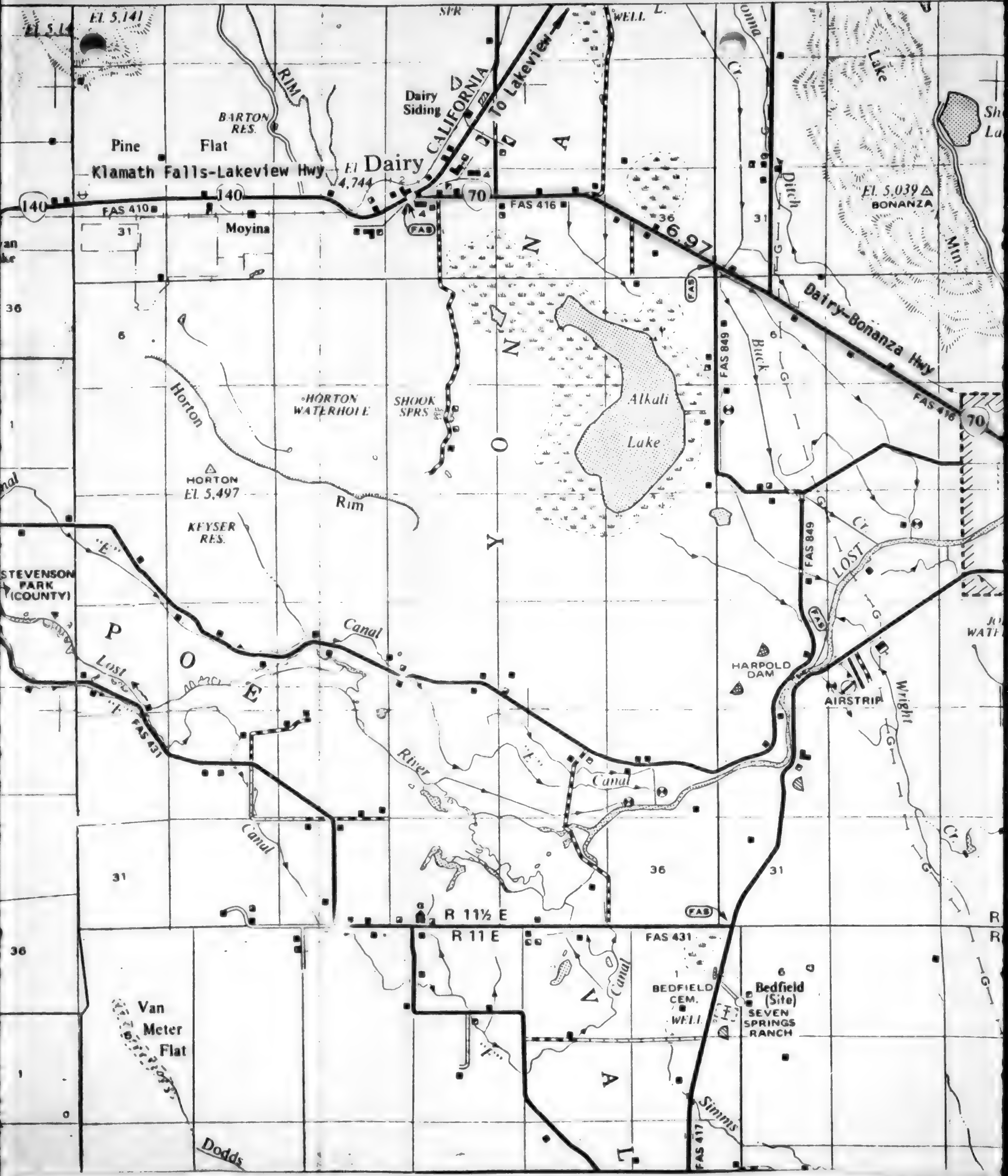
Klamath Falls-Malin Highway (Part)
Klamath Ave-Main St Couplet and Esplanade St
Klamath Falls-Lakeview Highway (Part)
Klamath Ave-Main St Couplet, 5th and 6th St Couplet, and South 6th St easterly to Eastside Bypass
Length - 5.6 miles

Midland Highway (All)
South 6th St-The Dalles/California Hwy
Length - 5.7 miles

Lower Klamath Highway (All)
The Dalles/California Hwy-K. Falls/Malin Hwy
Length - 7.0 miles

Dairy-Bonanza Highway (All)
Klamath Falls/Lakeview Hwy-Bonanza
Length - 7.0 miles

Total Length for Tra de Consideration - 25.3 miles


El. 5,141
El. 5,14
RIM
BARTON RES.
Dairy Siding
CALIFORNIA
To Lakeview
Pine
Flat
Klamath Falls-Lakeview Hwy
El 4,744
Dairy
140
70
FAS 410
FAS 416
Moyina
31
36
6
1
SPR
WELL
Lake
El. 5,039
BONANZA
Mtn
Ditch
Cr.
6.97
Dairy-Bonanza Hwy
FAS 849
Buck
FAS
YONNA
Alkali
Lake
HORTON WATERHOLE
SHOOK SPRS
Horton
Rim
HORTON El. 5,497
KEYSER RES.
STEVENSON PARK (COUNTY)
POE
Canal
Lost
River
FAS 431
LOST
Cr.
HARPOLD DAM
AIRSTRIP
Wright
Canal
R 11½ E
R 11 E
FAS 431
VAL
BEDFIELD CEM.
WELL
Bedfield (Site)
SEVEN SPRINGS RANCH
Simms
FAS 417
Van
Meter
Flat
Dodds
G
R

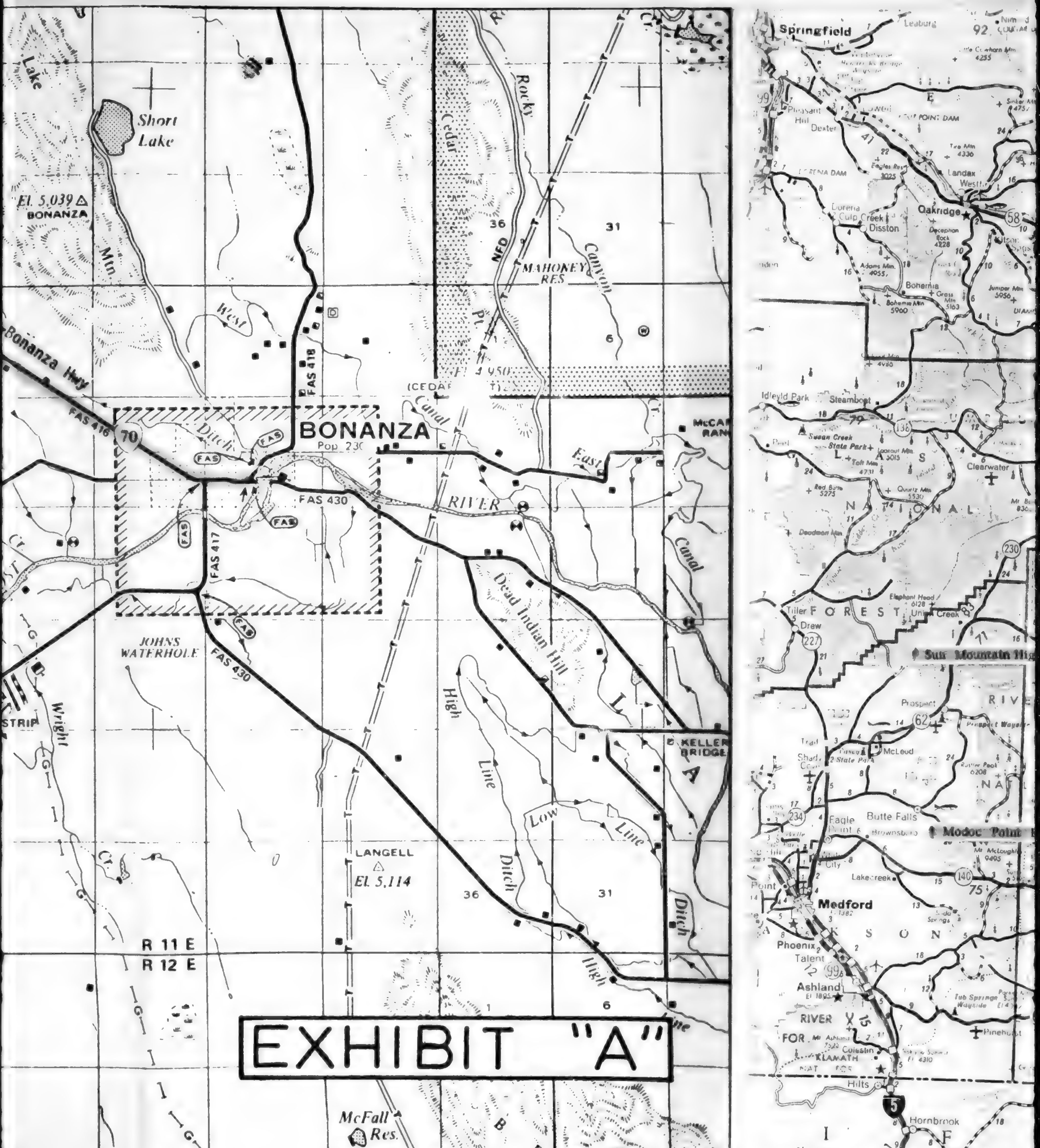

BONANZA
Pop 230
Short Lake
El. 5,039
BONANZA
Mtn
Bonanza Hwy
FAS 416
70
FAS 418
FAS 417
FAS 430
FAS
Ditch
West
Cedar
Rocky
Canyon
Canal
RIVER
East
Dead Indian Hill
MAHONEY RES
MCCART RANCH
KELLER BRIDGE
JOHNS WATERHOLE
Wright
Cr.
STRIP
High
Line
Low
Ditch
LANGELL
El. 5,114
36
31
6
1
R 11 E
R 12 E
McFall Res.
Springfield
Pleasant Hill
Dexter
Lowell
Oakridge
Dorena
Culp Creek
Disston
Bohemia
Idleyld Park
Steamboat
Clearwater
Tiller
Drew
Prospect
McLeod
Butte Falls
Eagle Point
Brownsboro
Lakecreek
Medford
Phoenix
Talent
Ashland
Hilts
Hornbrook
Ager
Colestin
Pinehurst
Modoc Point
Sun Mountain High
UMPQUA NATIONAL FOREST
ROGUE RIVER
KLAMATH NAT. FOR.

EXHIBIT "A"

dditional Highway Trade Possibilities

A recent article in the Klamath Falls "Herald & News" discussed possible highways the State might want local government to take over if the bypass was State-funded. Two of these highways not indicated on the adjacent map are the Sun Mountain Road and the Modoc Point Secondary. These are shown below.

STATE HIGHWAYS TO BE CONSIDERED FOR TRADE

Sun Mountain Highway (All)

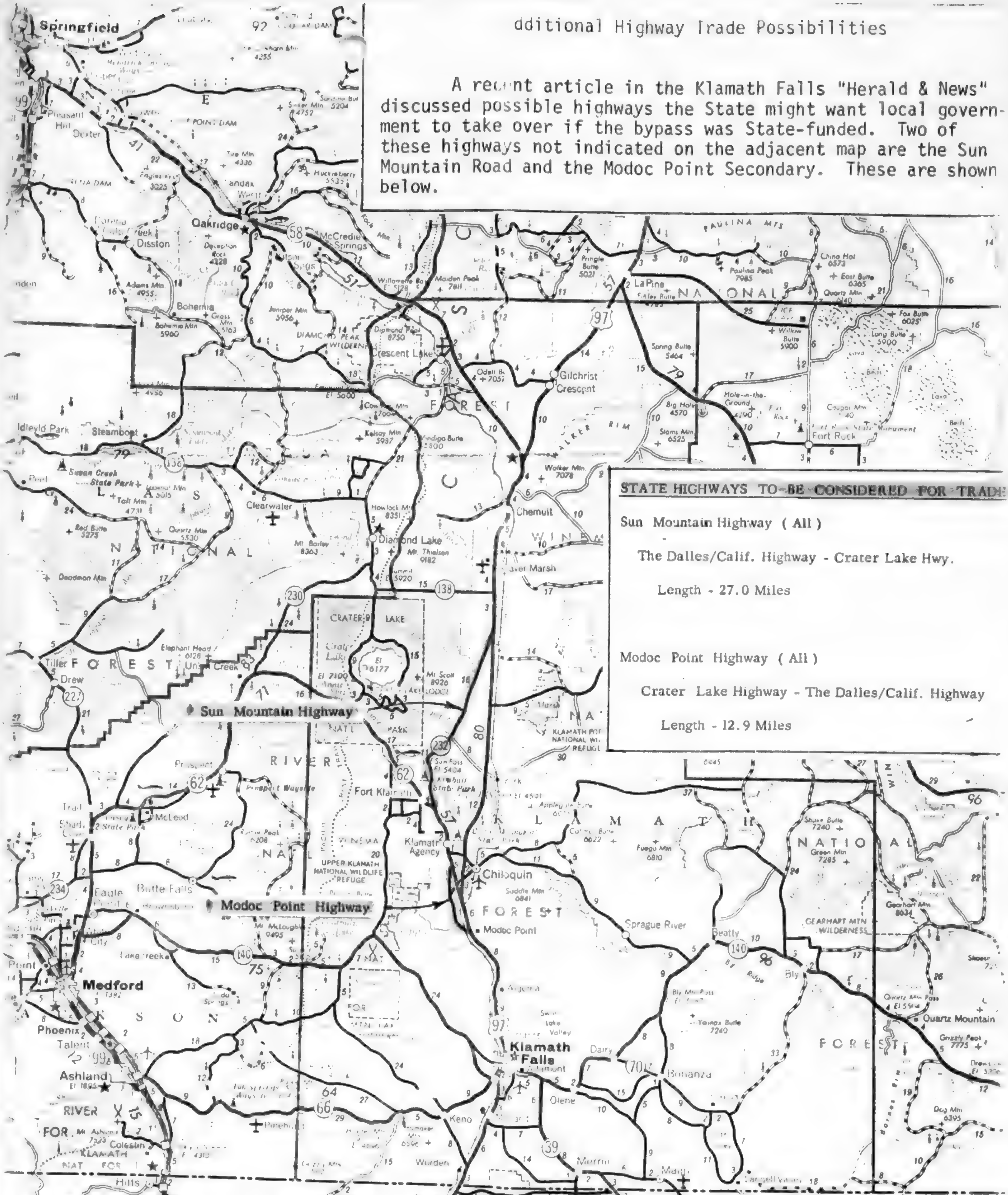
The Dalles/Calif. Highway - Crater Lake Hwy.

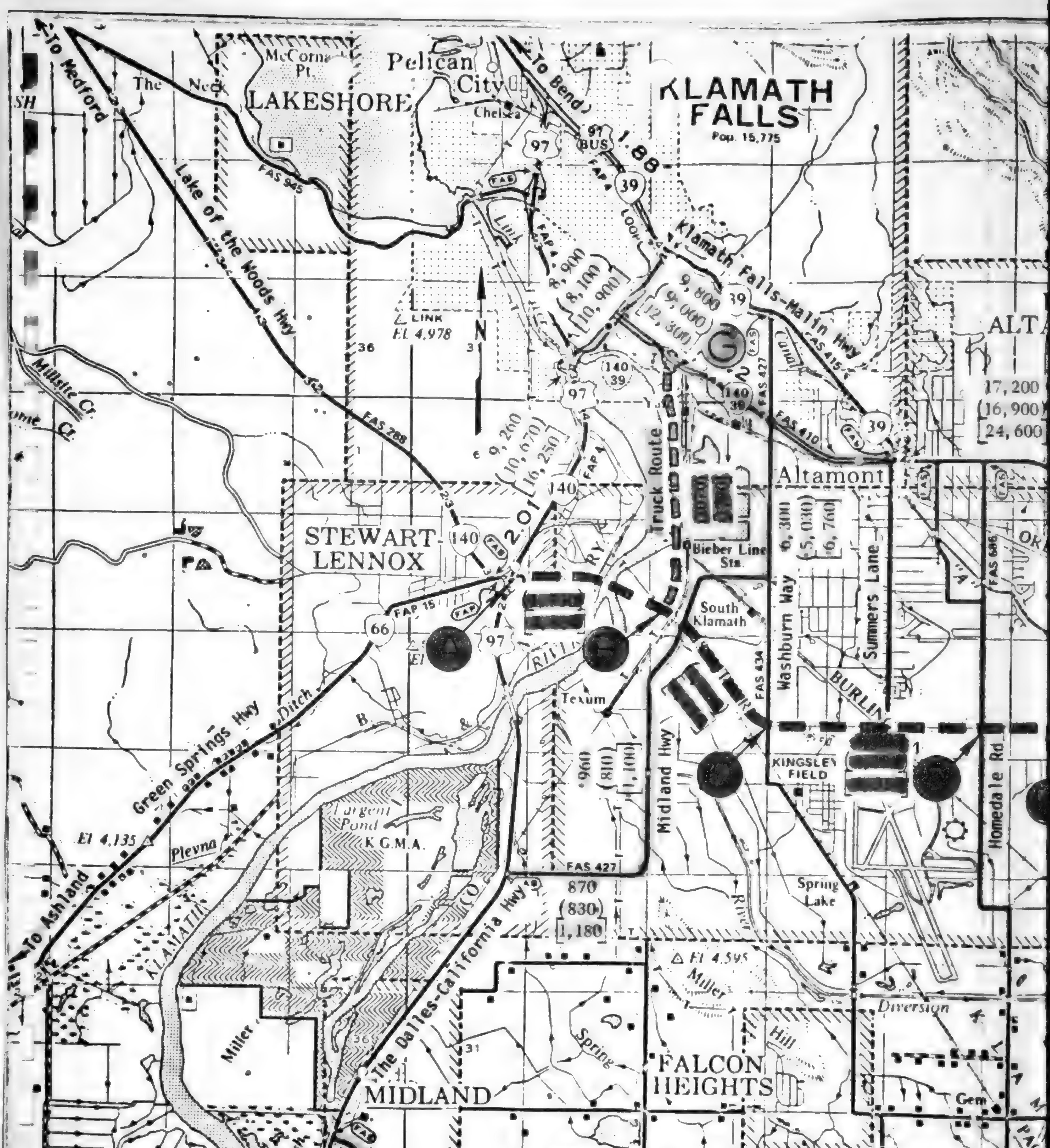
Length - 27.0 Miles

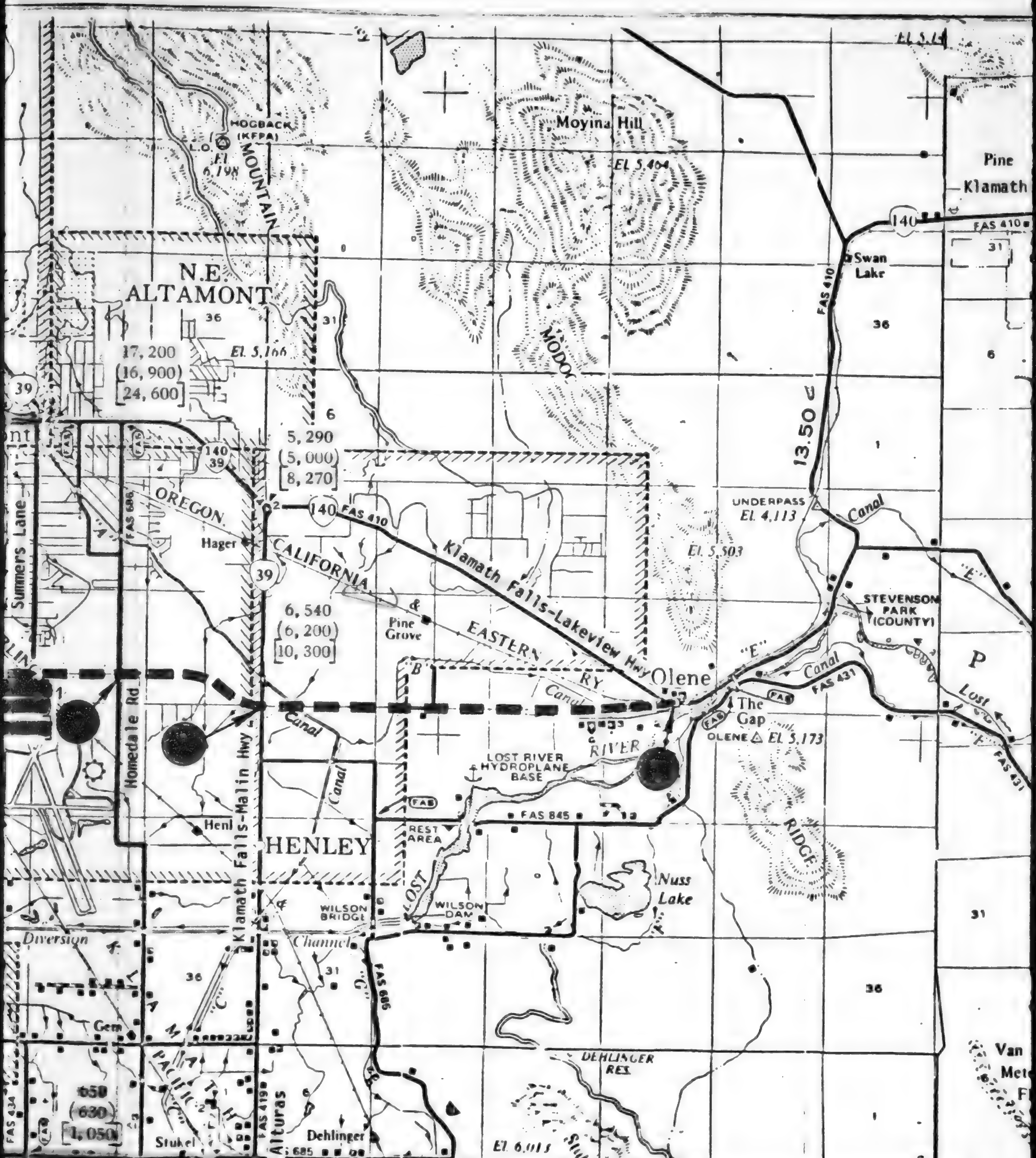
Modoc Point Highway (All)

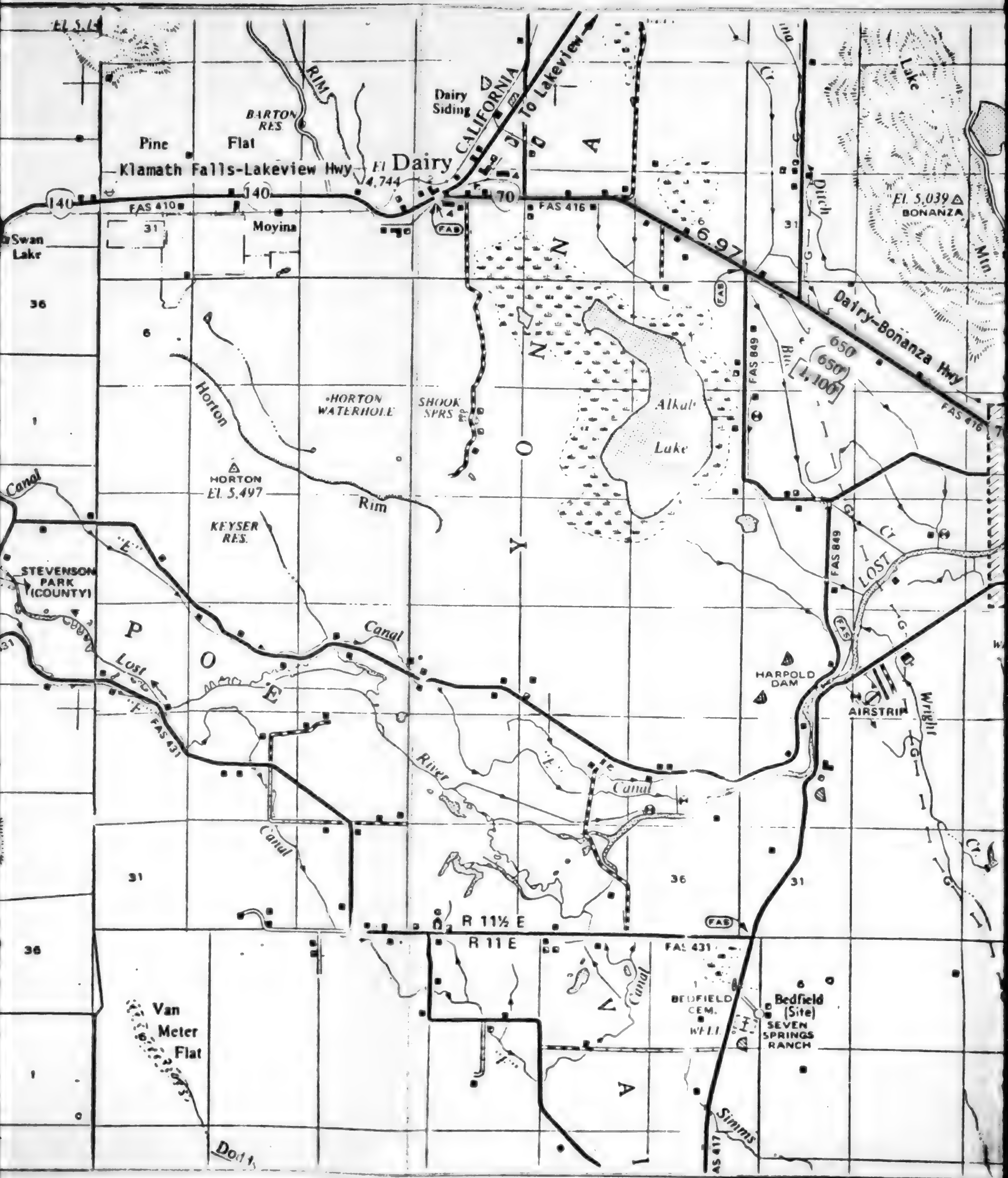
Crater Lake Highway - The Dalles/Calif. Highway

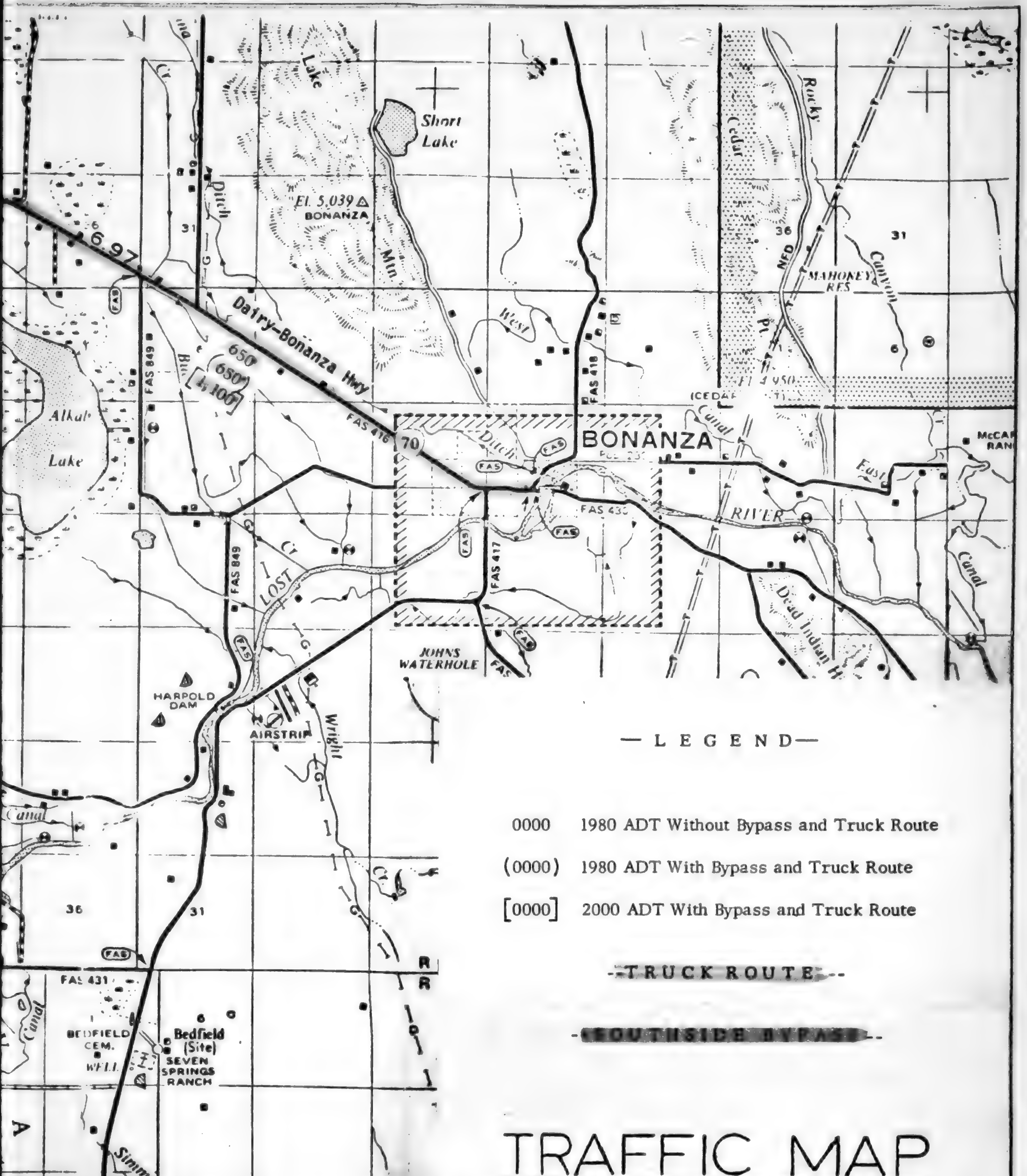
Length - 12.9 Miles


Springfield
Oakridge
McCredie Springs
Crescent Lake
Gilchrist
Crescent
LaPine
Fort Rock
Idleyld Park
Steamboat
Clearwater
Diamond Lake
Chemult
CRATER LAKE
Tiller
Drew
Sun Mountain Highway
Prospect
Fort Klamath
Klamath Agency
Chiloquin
Modoc Point Highway
Modoc Point
Butte Falls
Eagle Point
Medford
Phoenix
Talent
Ashland
Sprague River
Beatty
Bly
Quartz Mountain
Klamath Falls
Keno
Olene
Dairy
Bonanza
Merrill
Malin
Worden
Dorris
Tulelake
Hornbrook
Macdoel
UPPER KLAMATH NATIONAL WILDLIFE REFUGE
LOWER KLAMATH NATIONAL WILDLIFE REFUGE
GEARHART MTN WILDERNESS
FOREST
NATIONAL
CALIFORNIA


To Medford
The Neck
McCornack Pt.
Pelican City
LAKESHORE
Chelsea
To Bend
KLAMATH FALLS
Pop. 15,775
97
97 BUS
1.88
FAP 4
39
LOOP
Klamath Falls-Malin Hwy
FAS 945
FAS
Lake of the Woods Hwy
Link
8,900
(8,100)
[10,900]
9,800
(9,000)
[12,300]
LINK
El 4,978
N
36
31
140
39
ALTA
17,200
(16,900)
[24,600]
FAS 427
FAS 415
FAS 410
Millsite Cr.
FAS 288
9,260
(10,670)
[16,250]
140
Altamont
Truck Route
STEWART-LENNOX
2.01
Bieber Line Sta.
6,300
(5,030)
[6,760]
Washburn Way
Summers Lane
FAS 686
FAP 15
66
97
South Klamath
FAS 434
Texum
960
(810)
[1,100]
Midland Hwy
BURLIN
KINGSLEY FIELD
Homedale Rd
Green Springs Hwy
Ditch
El 4,135
Plevna
Largent Pond
K.G.M.A.
To Ashland
KLAMATH
FAS 427
870
(830)
[1,180]
The Dalles-California Hwy
Spring Lake
El 4,595
Miller Hill
Diversion
Miller
Spring
31
MIDLAND
FALCON HEIGHTS
Gem
500
(480)
[800]
650
(630)
[1,050]
Lower Klamath Hwy
To Weed
Marsh
FAS 420
FAP 4
Lake


EL 5,14
HOGBACK (KFPA)
L.O.
El. 6,198
MOUNTAIN
Moyina Hill
EL 5,404
Pine
Klamath
140
FAS 410
Swan Lake
FAS 410
31
36
6
N.E. ALTAMONT
36
17,200
(16,900)
[24,600]
El. 5,166
31
6
39
MODOC
13.50
1
5,290
(5,000)
[8,270]
140
39
Summers Lane
FAS 686
OREGON
Hager
CALIFORNIA
&
EASTERN
RY
140
FAS 410
Klamath Falls-Lakeview Hwy
UNDERPASS
El. 4,113
Canal
El. 5,503
STEVENSON PARK (COUNTY)
"E"
39
6,540
(6,200)
[10,300]
Pine Grove
Olene
"E"
Canal
FAS 431
P
Lost
B
Canal
The Gap
OLENE El. 5,173
FAS 431
Homedale Rd
Klamath Falls-Malin Hwy
Canal
Canal
RIVER
LOST RIVER HYDROPLANE BASE
FAS
FAS 845
REST AREA
Henl
HENLEY
LOST
RIDGE
Nuss Lake
WILSON BRIDGE
WILSON DAM
31
Diversion
Channel
36
31
FAS 685
36
Gem
DEHLINGER RES.
Van
Mete
650
(630)
[1,050]
FAS 434
FAS 419
To Alturas
Dehlinger
685
El. 6,015
Stukel
Stukel
1
PACIFIC
0


El 5,14
RIM
BARTON RES.
Dairy Siding
CALIFORNIA
To Lakeview
Pine
Flat
Klamath Falls-Lakeview Hwy
El 4,744
Dairy
140
140
FAS 410
70
FAS 416
FAS
Swan Lake
Moyina
31
36
6
A
N
N
O
Y
Lake
El. 5,039
BONANZA
Mtn
Ditch
Cr
6.97
Dairy-Bonanza Hwy
650
650
1,100
FAS 849
FAS 416
Horton
HORTON WATERHOLE
SHOOK SPRS
Alkali Lake
HORTON El. 5,497
Rim
KEYSER RES.
Canal
STEVENSON PARK (COUNTY)
P
O
E
Lost
Canal
FAS 431
431
River
Canal
Canal
LOST
HARPOLD DAM
AIRSTRIP
Wright
Cr
31
36
31
36
R 11½ E
R 11 E
FAS 431
FAS
Canal
V
A
L
BEDFIELD CEM.
WELL
Bedfield (Site)
SEVEN SPRINGS RANCH
Van Meter Flat
Dodds
Simms
AS 417
1
6


Short Lake
Lake
El. 5,039
BONANZA
Mtn
Ditch
6.97
Dairy-Bonanza Hwy
650
(650)
[1,100]
FAS 849
FAS 416
FAS 418
FAS 417
FAS 430
FAS 431
70
Alkali Lake
BONANZA
Ditch
West
Cedar
Rocky
Canyon
NED
MAHONEY RES
Canal
East
RIVER
LOST
Dead Indian
JOHNS WATERHOLE
HARPOLD DAM
AIRSTRIP
Wright
Canal
BEDFIELD CEM.
WELL
Bedfield (Site)
SEVEN SPRINGS RANCH
Simms
36
31
6

—LEGEND—

0000	1980 ADT Without Bypass and Truck Route
(0000)	1980 ADT With Bypass and Truck Route
[0000]	2000 ADT With Bypass and Truck Route

TRUCK ROUTE

SOUTHSIDE BYPASS

TRAFFIC MAP

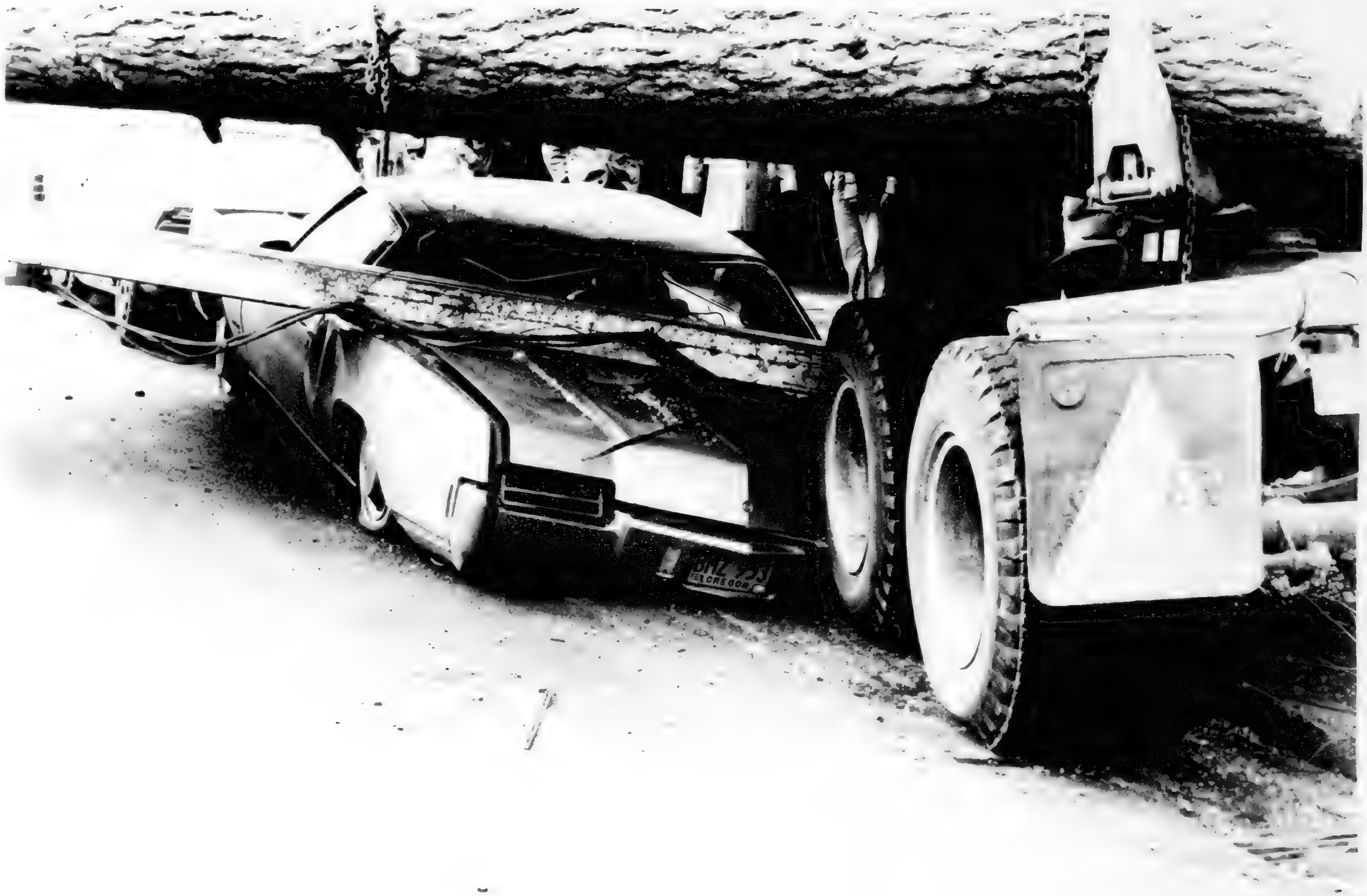
OPEN
NITELY

KLAMATH FALLS POLICE DEPT.
IDENTIFICATION DIVISION
CASE NO. 78-5247
PHOTO BY Sgt Pratt

[illegible]
[illegible] 1119 [illegible]
[illegible]
K Falls Bldg
[illegible]
[illegible]

FOULGER'S
Leons
BOWD
EN
NITELY

Presented to by
OTC 3/27/79
Klamath Co.
K. Falls deleg.
Southside
Bypass



KLAMATH FALLS POLICE DEPT.
IDENTIFICATION DIVISION

CASE NO. 78-5247

PHOTO BY Lt. Pratt

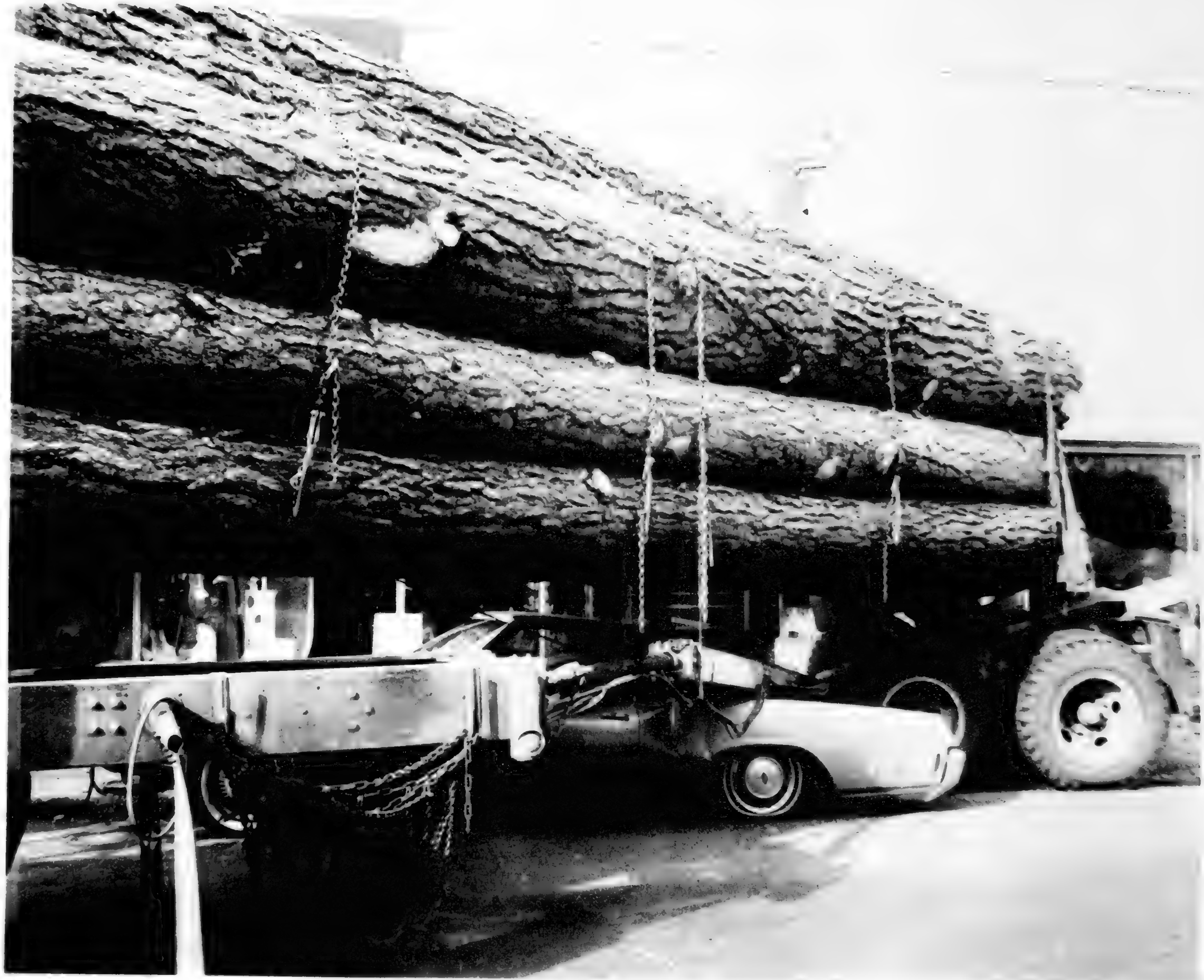
Presented to OTC
3/27/79 by Klamath
Co + K. Falls
Delg
Southside
bypass

RANCE
ESTATE
Leons
Leons
BOWDEN
MUSIC
Pianos organs
STEREO
RESTAURANT

Presented to OTC
3/27/79 by City
Klamath
Falls deleg.

K

Southside bypass



Presented to OTC
3/27/79 by
Klamath Co &
K. Falls deleg.
Southern Bypass

BOWDEN

[illegible] [illegible] UTC

3/27/79 [illegible]

[illegible] [illegible]

K Falls [illegible] [illegible]

[illegible]

MUSIC CO.
RECORDS
FOLGER'S
SIC
WIN
organs

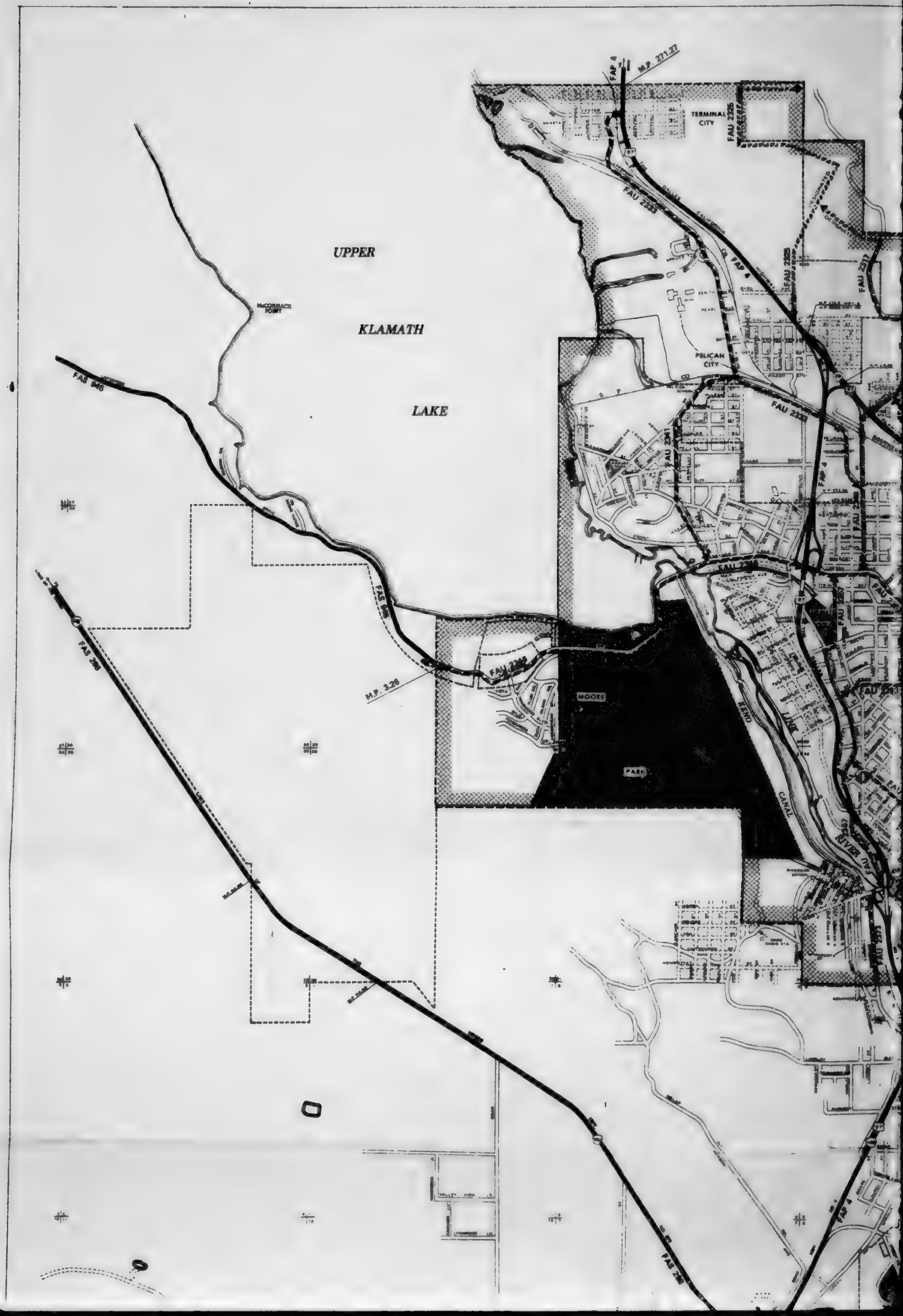
Question 70

3 [illegible] [illegible] +

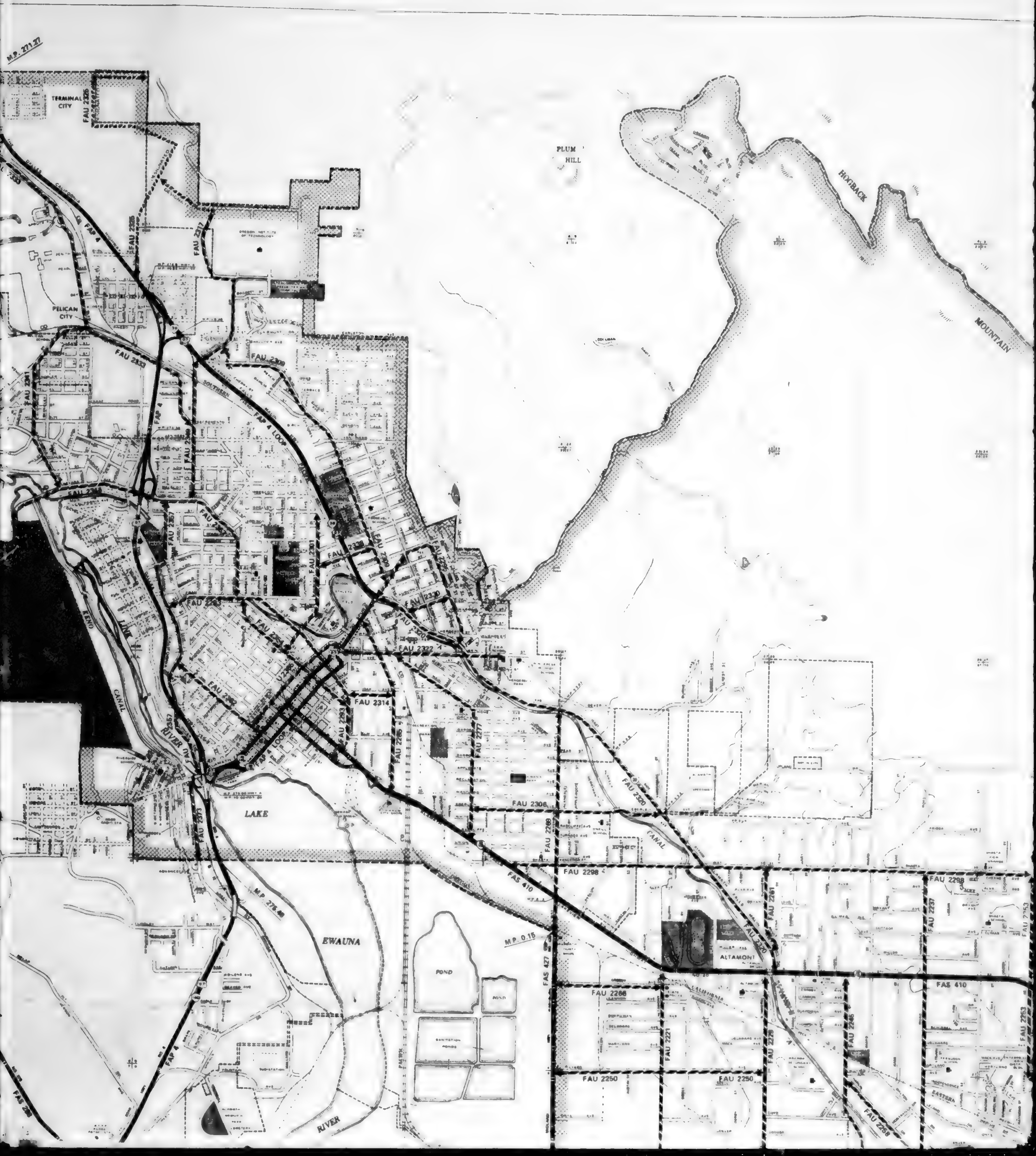
[illegible] [illegible]

[illegible] [illegible]

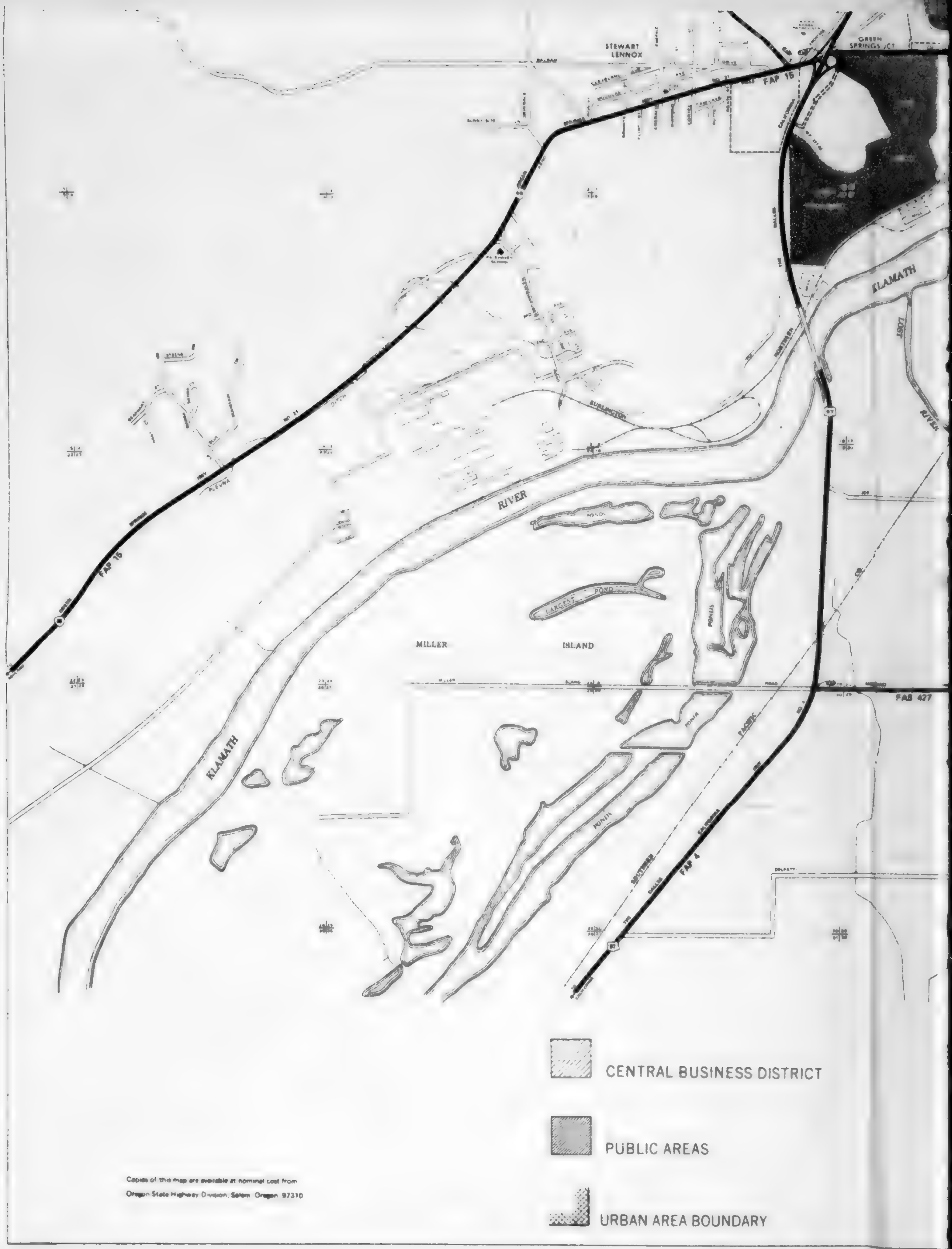
[illegible] [illegible]



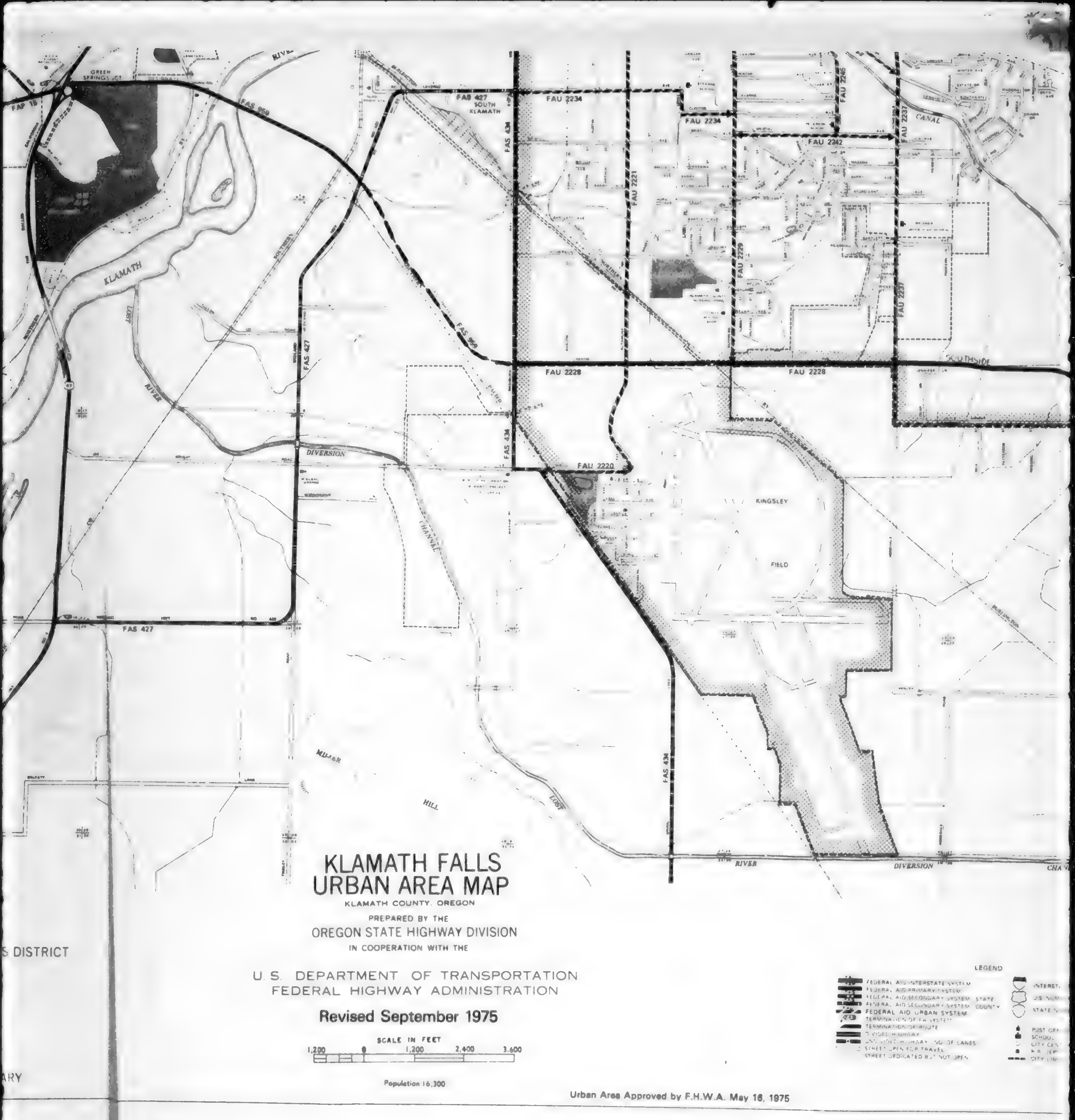
UPPER
KLAMATH
LAKE
McCORMACK POINT
FAP 4
M.P. 271.27
TERMINAL CITY
FAU 2325
FAU 2333
FAU 2317
DALLES
CALIFORNIA
HIGHWAY
PELICAN CITY
FAU 2341
FAU 2346
FAS 946
M.P. 3.26
MOORE
PARK
KENO
CANAL
RIVER
SOUTHERN


M.P. 271.27
TERMINAL CITY
FAU 2325
PLUM HILL
HOGBACK
MOUNTAIN
OREGON INSTITUTE OF TECHNOLOGY
FAU 2317
FAU 2326
FAP 4
PELICAN CITY
FAU 2333
FAU 2341
FAU 2309
SOUTHERN
FAP 4 LOOP
FAU 2349
FAU 2368
FAU 2357
FAU 2301
FAU 2338
FAU 2329
FAU 2330
FAU 2293
FAU 2294
FAU 2320
FAU 2322 "A"
FAU 2282
KENO
LINK
CANAL
RIVER
FAU 2314
FAU 2285
FAU 2277
FAU 2306
LAKE
FAU 2373
FAU 2269
FAS 410
FAU 2298
M.P. 275.46
EWAUNA
M.P. 0.15
FAS 427
ALTAMONT
FAU 2261
FAU 2237
FAU 2253
FAU 2286
FAU 2221
FAU 2229
FAU 2246
FAU 2250
FAU 2263
FAU 2268
POND
SANITATION PONDS
FAP 4
FAS 28
RIVER
CALIFORNIA
EASTERN

PLUM HILL
HOGBACK MOUNTAIN
HOGBACK MOUNTAIN
N
FAU 2290
CANAL
FAU 2290
FAU 2290
FAU 2261
FAU 2237
FAU 2253
ALTAMONT
FAS 410
FAS 427
FAU 2290
FAU 2221
FAU 2225
FAU 2253
FAU 2260
FAU 2290
FAU 2274
FAU 2266
EASTERN
KLAMATH FALLS - LAKEVIEW HWY
FAS 410
M.P. 5.54
M.P. 0.00


STEWART
LENNOX
GREEN SPRINGS JCT
FAP 15
KLAMATH
RIVER
KLAMATH
RIVER
BURLINGTON
NORTHERN
PLEVNA
PONDS
LARGEST POND
PONDS
MILLER
ISLAND
PONDS
PONDS
FAS 427
FAP 4
SOUTHERN
PACIFIC
FAP 15
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY

Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon 97310


GREEN SPRINGS JCT
FAP 15
RIVER
FAS 959
FAS 427
SOUTH KLAMATH
FAU 2234
FAS 434
FAU 2221
FAU 2229
FAU 2242
FAU 2237
CANAL
KLAMATH
FAU 2228
SOUTHSIDE
RIVER
DIVERSION
CHANNEL
FAU 2220
KINGSLEY
FIELD
97
FAS 427
MILLER
HILL
LOST
RIVER
DIVERSION
CHAN
S DISTRICT
ARY
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
FEDERAL AID URBAN SYSTEM
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERST
US NUM
STATE N
POST OFF
SCHOOL
CITY CENT
R.R. DEP
CITY LIM
SCALE IN FEET
1,200
0
1,200
2,400
3,600

KLAMATH FALLS
URBAN AREA MAP
KLAMATH COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

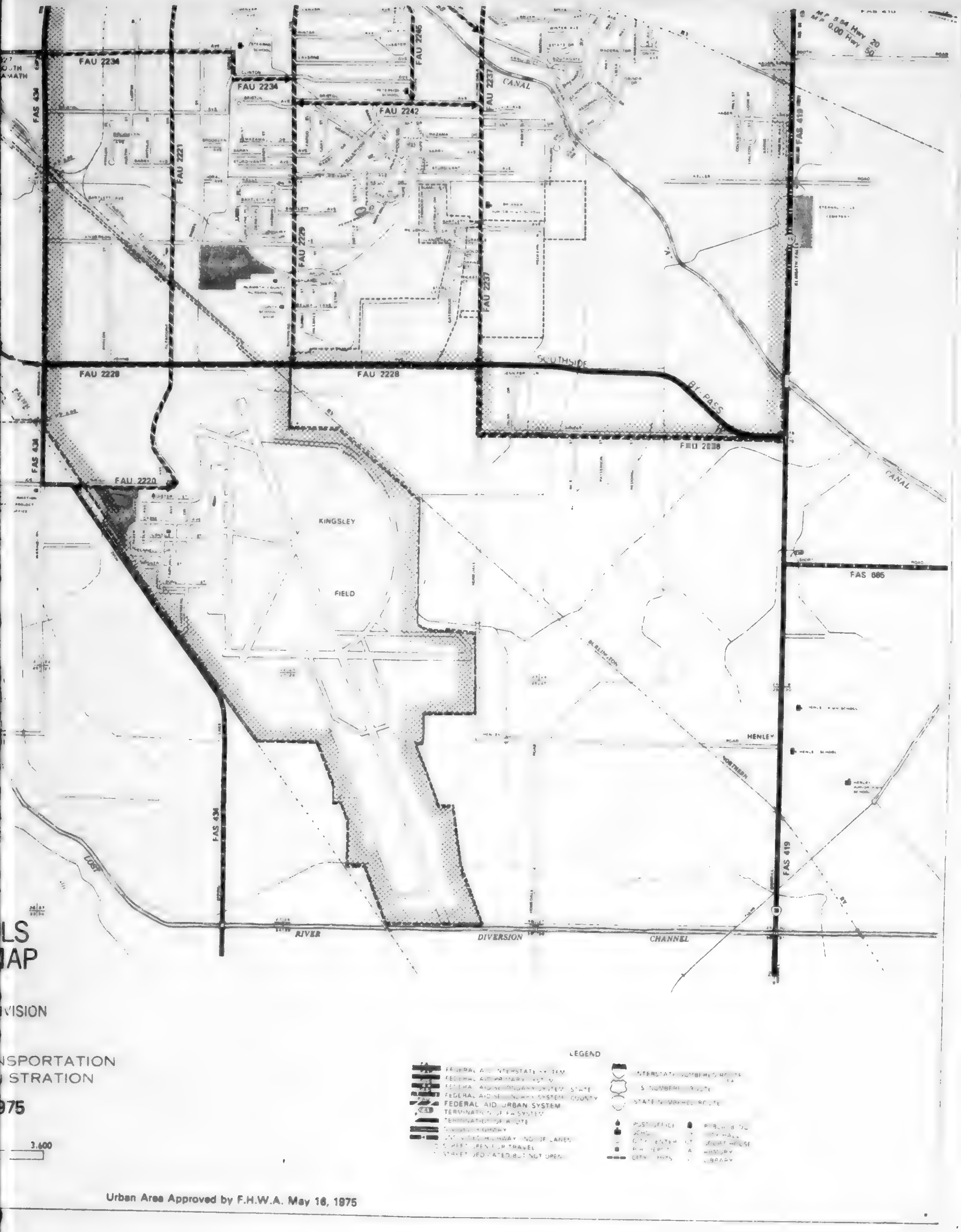
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised September 1975

Population 16,300

Urban Area Approved by F.H.W.A. May 16, 1975

Map presented
by Klamath County
delegation re Southside
Bypass at 3/27/79 OTC
meeting


FAU 2234
FAU 2242
FAU 2246
FAU 2237
FAU 2221
FAU 2229
FAU 2228
FAU 2220
FAU 2236
FAS 434
FAS 419
FAS 885
FAS 410
MP 8.84 Hwy 20
MP 0.00 Hwy 50
CANAL
SOUTHSIDE
BY-PASS
KELLER ROAD
KINGSLEY
FIELD
HENLEY
ROAD
LOST
RIVER
DIVERSION
CHANNEL
LS
MAP
VISION
NSPORTATION
STRATION
975
3,600
LEGEND
FEDERAL AID URBAN SYSTEM
Urban Area Approved by F.H.W.A. May 16, 1975

map presented
ly Klamath County
elegation re Southside
ypass at 3/27/79 OTC
meeting

Klamath

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: George C. Wills
Field Location Engineer

DATE: March 7, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Klamath Falls-South Side Bypass
Klamath County
Prefix 518-1920

Attached is a design proposal at the intersection of the proposed truck route with Spring Street.

Traffic assignments with the "Truck Route to Southside Bypass" assume a completed South side Bypass. Approximately 20 to 30 percent of the traffic on the truck route is expected to be trucks, therefore, a left-turn lane as shown should be included to facilitate truck turning movements and reduce congestion that could develop there during peak traffic periods. Future traffic (20 years) could approximately double at this location, but the proposed design would still be adequate under that demand.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

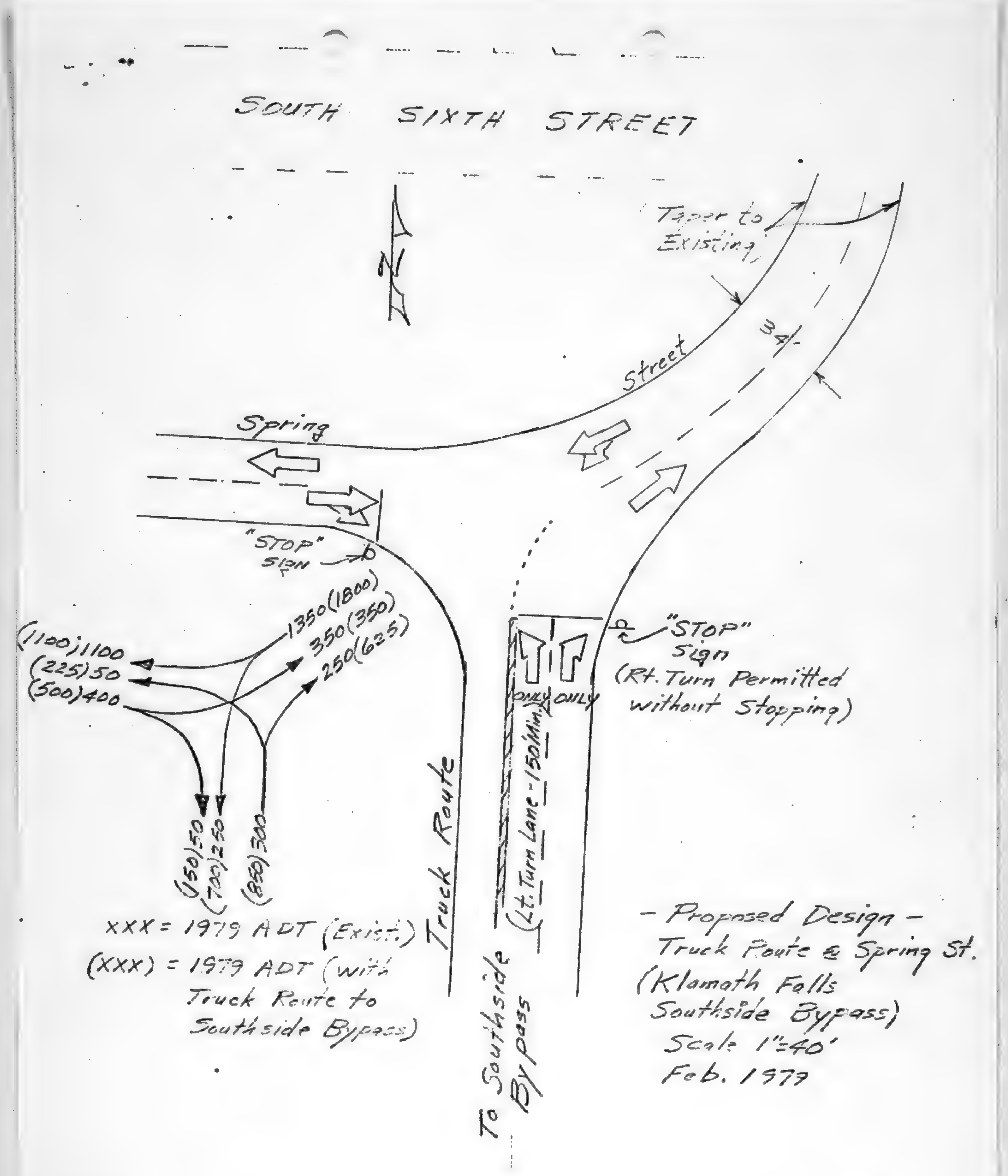
RW:cs
Attachment

cc: J. H. Versteeg ✓
G. A. Potter
D. D. Allen
Wayne Cobine

RECEIVED
MAR 0 9 1979
ENGINEERING SECTION

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

Trout
Do Not File ☐
Return To
Bring Up / /
Action


SOUTH SIXTH STREET
N
Taper to Existing
34'
Spring Street
"STOP" Sign
"STOP" Sign
(Rt. Turn Permitted without Stopping)
ONLY
ONLY
(Lt. Turn Lane - 150' Min.)
Truck Route
To Southside Bypass
(1100)1100
(225)50
(500)400
1350(1800)
350(350)
250(625)
(150)50
(700)250
(850)300

XXX = 1979 ADT (Exist.)
(XXX) = 1979 ADT (with Truck Route to Southside Bypass)

- Proposed Design -
Truck Route & Spring St.
(Klamath Falls Southside Bypass)
Scale 1"=40'
Feb. 1979

RLW

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

February 15, 1979

In Reply Refer to
File No.:

D. Leigh Davis
Transportation Specialist
Rail Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1045
Crossing No. 10B-002.3

Dear Leigh:

In the Matter of the Application of KLAMATH COUNTY for the authority, pursuant to ORS 763.030, to alter a grade crossing of Johns Avenue (Southside By-Pass) and Burlington Northern, Inc., Bieber Line, near Klamath Falls, Klamath County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with an amendment letter from Klamath County-Public Works Department, dated January 31, 1979. The county road is not under the jurisdiction of the Highway Division.

Cordially,

RD Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
cc: ✓H. S. Coulter
C. T. Keasey
D. D. Allen
J. L. Sollis

RECEIVED
STATE HWY ENGR
FEB 15 '79
REFER TO
FOR
Info | Inves | R.D. | D.R. | Sign | Act | File

NOTED
H. S. COULTER

AN EQUAL OPPORTUNITY EMPLOYER

~~ROW 18~~-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 14, 1978

Roger P. Campbell
Administrator
Railroad Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1045
Crossing No. 10B-002.3

Dear Roger:

In the Matter of the Application of KLAMATH COUNTY for the authority, pursuant to ORS 763.030, to alter a grade crossing of Johns Avenue (Southside By-Pass) and Burlington Northern, Inc., Bieber Line, near Klamath Falls, Klamath County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The county road is not under the jurisdiction of the Highway Division.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
cc: ✓H. S. Coulter
C. T. Keasey
Dale D. Allen
J. L. Sollis

RECEIVED
STATE HWY ENGR
SEP 15 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H. S. COULTER

Form 734-3122 (Rev 7-77)

Kla. Fall.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 6, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Study Report
Project No. RS-B319(1)
Washburn Way-Green Springs Jct. Section
Klamath County

Attached for your information is a copy of the subject study report, entitled "The Dalles/Cal.-Washburn Way Section", with supporting documents to aid you in your evaluation to determine if the Final Environmental Impact Statement (FEIS) when submitted adequately addresses the proposed location/design.

Upon FHWA's adoption of the FEIS which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering under Project No. RS-B319(1) necessary to obtain PS&E approval at an estimated total cost of $50,000 with an obligation of $42,900 in Federal funds.

JLG:pf
Attachment

cc:		
	H. S. Coulter	J. H. Versteeg
	E. S. Hunter	W. J. Hart
	F. E. Terpin	Dale Allen
	Gary Potter	W. Wakerlig

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB - 7 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

File 4

THE DALLES/CAL.-WASHBURN WAY SECTION
KLAMATH FALLS, SOUTHSIDE BYPASS (F.A.S. 959)
KLAMATH COUNTY

Study Report

The proposed action is to select a location and design for The Dalles/Cal.-Washburn Way Section of a Southside Bypass in Klamath Falls. The proposed route, designated Federal Aid Secondary (F.A.S.) Route 959, would ultimately link The Dalles-California Highway (U.S. 97) at the Green Springs Highway Interchange with the Klamath Falls-Lakeview Highway (State Route 140) at Olene.

The proposed bypass would provide east-west through traffic, particularly truck traffic, an efficient bypass of the Klamath Falls central business district.

The route is divided into three segments (see attached map). The westerly segment would link Highway 97 with Washburn Way and is the subject of the study report. The central segment extends from Washburn Way to State Highway 39 and is partially constructed. The easterly segment completes the route from State Highway 39 to State Highway 140 at Olene and would be constructed when traffic demands warrant its need.

As stated previously, the westerly segment is the subject of this study report. The Draft Environmental Impact Statement and the public hearing considered three alternate locations and a no-build alternate for this

1 Versteeg ✓
Christensen
George
2 Olsen
Terpin
Sullivan
Scott
Anderson

RECEIVED
FEB - 2 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

segment. The roadway in each build alternate would be a two-lane facility with 12-foot travel lanes, 8-foot paved shoulders and 4-foot gravel shoulders outside the paved area.

No-Build Alternate:

This alternate would retain the same traffic patterns as the existing, whereby the east-west traffic would continue to use the streets in the central business district. Normal maintenance will of course be continued.

Alternate 1:

Alternate 1 begins at the Green Springs Interchange on U.S. 97, extends easterly across the Klamath River where it turns southeasterly to parallel the Southern Pacific Transportation Company's railroad track until joining Johns Avenue at Washburn Way. The facility would require new roadway construction for its entire length. At-grade intersections would be developed at the Green Springs Interchange ramps, Memorial Drive and Washburn Way. Structures would be provided across the Burlington Northern and Southern Pacific railroads and the Klamath River. A portion of the Midland Highway would be reconstructed to provide a grade separation with the bypass. Access to the facility will be limited, however access will be provided to abutting properties that do not have other means of obtaining access.

The 2.84 mile length of the bypass plus the 0.30 mile reconstruction of the Midland Highway will require conversion of about 65 acres of private property to public use as highway right of way.

The proposed right of way will displace one unoccupied residence, an old service station and garage used for truck repair, and will impact the yards of several homes fronting on the Midland Highway. Two domestic wells fall within the proposed taking.

Alternate 2:

Alternate 2 would begin at the Green Springs Interchange, travel southerly along U.S. 97 for about 1.5 miles to Joe Wright Road. The alignment then turns east and follows Joe Wright Road for about 0.5 mile, then follows new alignment northeasterly to Johns Avenue at Washburn Way.

The proposed facility would have at-grade crossings with two railroad lines and all public road intersections. A new structure would be built across the Lost River Diversion canal.

The portion of the Alternate between U.S. 97 and Washburn Way would require the conversion of about 14 acres of private property to public right of way. Two or three homes could be displaced or severely impacted.

The portion of the Alternate along U.S. 97 would not require any additional right of way. However, the addition of heavy truck traffic on this section of roadway could hasten the need for replacing the existing bridge over the Klamath River.

Alternate 3:

Alternate 3 would follow existing roads for its entire length. Beginning at the Green Springs Interchange the alignment would progress southerly along U.S. 97 to Joe Wright Road, easterly along Joe Wright Road to Washburn Way, then northerly along Washburn Way to Johns Avenue.

The portion of the Alternate along Joe Wright Road and Washburn Way would require conversion of about 10 acres of private property to public right of way. About 15 homes or buildings would be impacted and several could be displaced.

The portion of the Alternate along U.S. 97 would not require any additional right of way. However, the addition of heavy truck traffic on the road could hasten the need for replacing the bridge over the Klamath River.

Following are some of the major impacts associated with each alternate. Detailed information and mitigation measures will be analyzed in the Final Environmental Impact Statement.

No-Build Alternate:

The no-build alternate would not be consistent with present comprehensive plans. In the future as traffic volumes increase; there would be increased congestion and accident potential; a raise in noise levels; a deterioration of air quality; longer response time for emergency vehicles and a potential for loss of sales as customers patronize businesses with easier, less congested access.

Alternate 1:

Alternate 1 is consistent with present comprehensive plans. Traffic congestion and accident potential in the central business district should decrease. Noise levels and air quality in downtown area should stabilize, however noise levels along the route would raise. Air quality along the bypass should not deteriorate. Minor impacts could occur to water quality, wildlife habitat and the visual quality of the area. Emergency vehicle response time should improve with the addition of an alternate route.

Alternate 2:

Alternate 2 is not consistent with present comprehensive plans. Traffic congestion, accident potential, noise impacts and air quality in the downtown area should improve. Noise levels along the route would increase. Air quality should not be adversely affected. Some traffic could experience minor out-of-direction travel. Emergency vehicle response time should improve. Minor impacts will affect wildlife habitat, water quality, and the visual aspects of the route.

Alternate 3:

The impacts on Alternate 3 will be similar to Alternate 2.

Public and Agency Involvement:

In 1971 the Klamath County Roads Advisory Committee recommended that the Klamath County Commission adopt a route, similar to Alternate 1, for a southside bypass. The committee made the same recommendation again for the next four years and in 1975 the County Commission voted to adopt the committee's recommendation for a bypass. A Citizen's Advisory Committee and the Midland-Worden-Lower Lake Area Committee also favored Alternate 1.

A public hearing was held at 7:30 p.m. on May 1, 1978 at the Klamath County Courthouse Annex in Klamath Falls. The three build alternates and the no-build were presented.

There were 10 separate pieces of testimony presented at the hearing, 4 oral and 6 comments on cards. These show two favoring Alternate 1, three favoring Alternate 2, one favoring Alternate 3, two favoring a no-build, and two not stating a choice.

The following comments and questions were brought up at the hearing:

Mr. Dave Peterson, representing the Midland-Worden-Lower Lake Area Committee, stated that his organization favored Alternate 1 because they believe the Southside Bypass would eventually become the Urban Boundary and selection of Alternates 2 or 3 would sacrifice too much farmland to urbanization. The Urban Boundary would be established by the Klamath County and Klamath Falls Planning Commissions and would not necessarily follow the Southside Bypass, however it could be a factor in their considerations.

The committee opposed Alternate 3 because the widening of Joe Wright Road would create a major impact on the residences abutting the road.

Harrold Mallory, a private citizen, wanted to know if the zoning in the project area would change upon completion of the bypass. The hearing officer stated that the zone designations would remain the same, however there could be requests for zone variances as a result of the new roadway.

Alvin Cheyne, a private citizen, stated that the cost estimates for the build alternates are misleading. He stated that the costs on Alternates 2 and 3 should include the price of a new bridge over the Klamath River on U.S. 97 and the price of an interchange at the Joe Wright Road-U.S. 97 intersection, which would make the costs comparable to Alternate 1. The hearing officer stated that the bridge would have to be replaced regardless of the project, therefore it was not appropriate to include the structure costs in the project estimates. He also stated that traffic volumes did not justify the construction of an interchange at the Joe Wright Road-U.S. 97 intersection.

Summary:

After reviewing the public input, including pre-hearing activities, hearing data and activities after the hearing, it appears there is a desire to implement the project.

It is therefore recommended that Alternate 1 be approved as the location and design of the U.S. Highway 97-Washburn Way Section of the Southside Bypass (F.A.S 959), Klamath County, Oregon.

Addendum

Subsequent to the completion of the Draft Environmental Impact Statement and the public hearing, it was determined that a proposed truck route extending from the bypass northward to South Sixth Street in the City should be added to the project and evaluated in the Final Environmental Impact Statement.

The truck route would begin at the bypass just west of the Southern Pacific Company's mainline railroad, extend northerly between Lake Ewauna and the railroad tracks to end at the Sixth Street-Spring Street intersection in Klamath Falls.

The proposed roadway on the truck route would be the same as the bypass, that is, a two lane highway with 12-foot travel lanes, 8-foot paved shoulders, and 4-foot gravel shoulders.

The following major impacts would result from constructing the truck route: Conversion of 32 acres of private property to public right of way; traffic conflicts will develop at two at-grade railroad crossings; disruption of about 15 acres of marsh land; commitment of fill in the roadway; provide an alternate route to direct truck traffic from the business district; and provide additional route for emergency vehicles.

A review and evaluation of the route indicates that most of the adverse impacts can be mitigated or minimized, therefore it is recommended that the truck route location and design be approved as a part of Alternate 1 of the bypass.

Following are considerations used in making the decision on the bypass and truck route:

1. Has the approval of the County Board of Commissioners, County Roads Advisory Committee, Midland-Worden-Lower Lake Area Committee and a majority of the public.

2. Is compatable with present comprehensive plans.

3. Is not adverse to L.C.D.C. goals and guidelines.

4. Provides the best traffic service.

5. Adverse environmental impacts can be mitigated or minimized.

DB:lt

Attachments:
    Transcript
    Route Map
    Alternate Map
    Detail Map Alt. 1
    Profile & Typicals Alt. 1
    Detail Map - Truck Route
    Profile & Typicals - Truck Route

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 29, 1979

FILE:

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: E. S. Hunter
Asst. State Highway Engineer

SUBJECT: Study Report
Southside Bypass
F.A.S. B319
Klamath County

The attached study report for subject section has been reviewed and approved by Region 4.

If you agree with our conclusions, please approve the report and return the entire package to this office for further distribution.

DB:lt

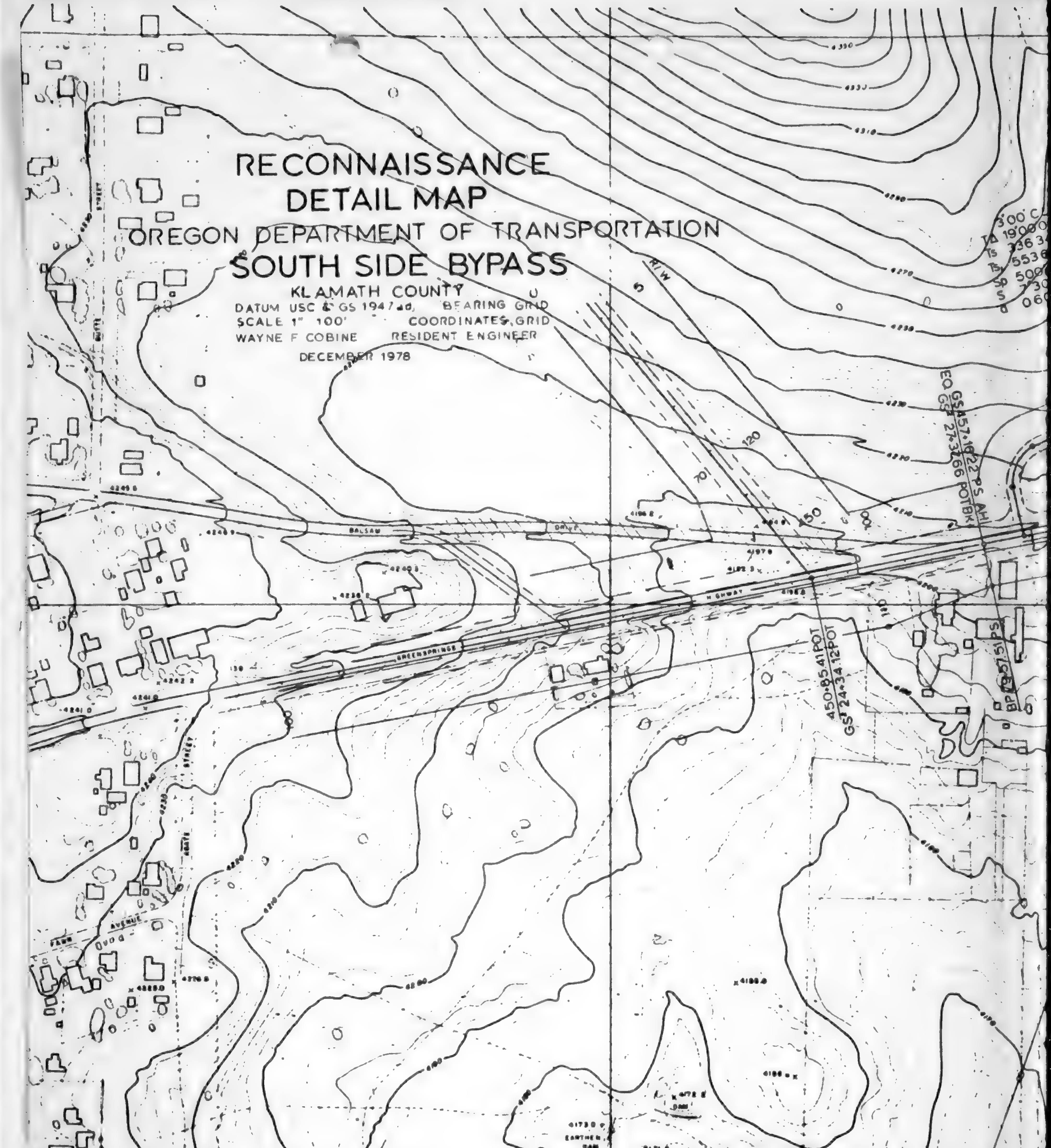
cc: W. N. Hackleman

RECEIVED
JAN 31 1979
LOCATION SECTION

1-31-79
O.K.
ESH

RECEIVED
TECHNICAL SERVICES
JAN 30 '79
REFER TO
Terpin
FOR

Info	Inves	R/D	D/R	Sign	Act	File



RECONNAISSANCE
DETAIL MAP

OREGON DEPARTMENT OF TRANSPORTATION

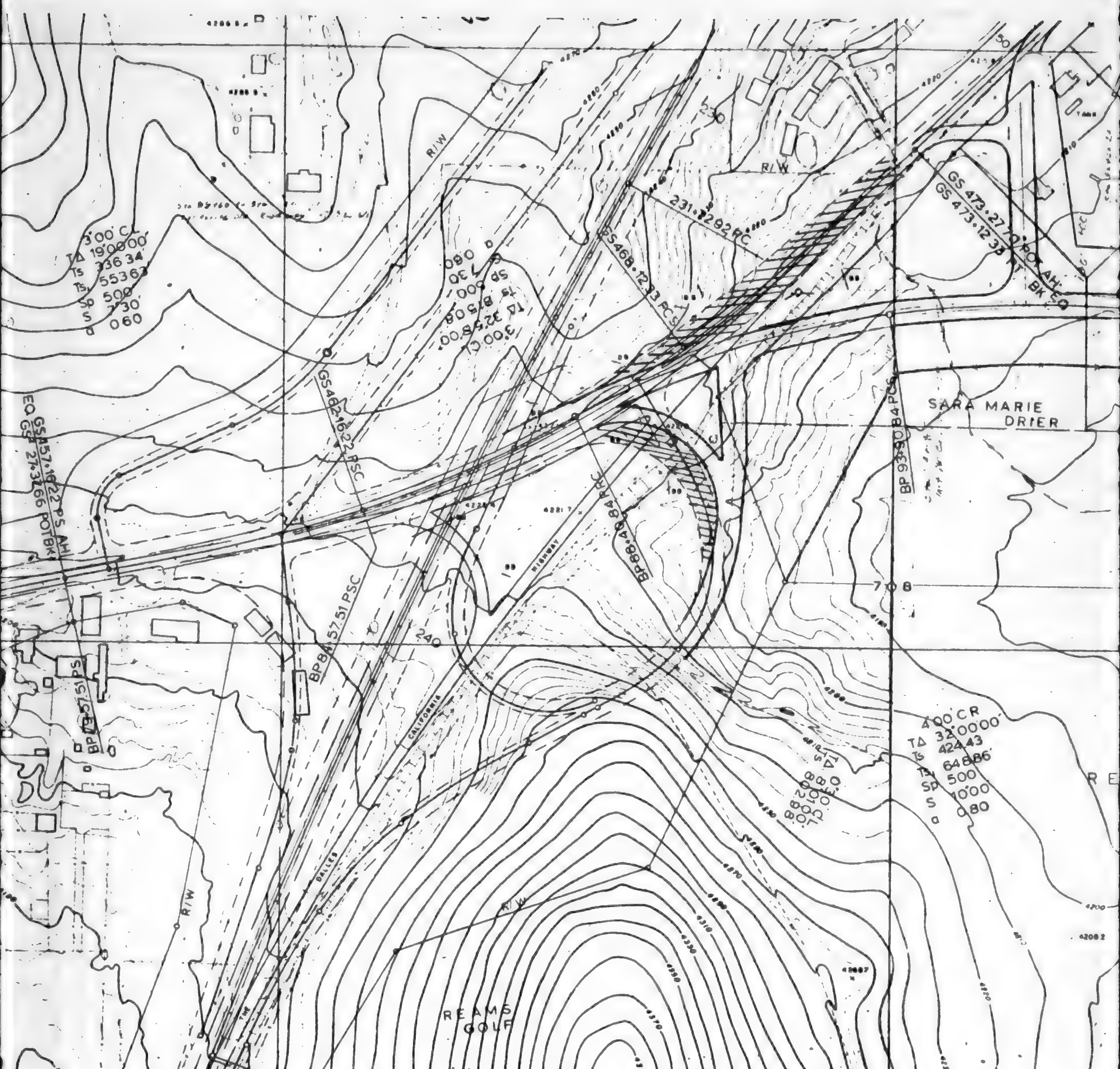
SOUTH SIDE BYPASS

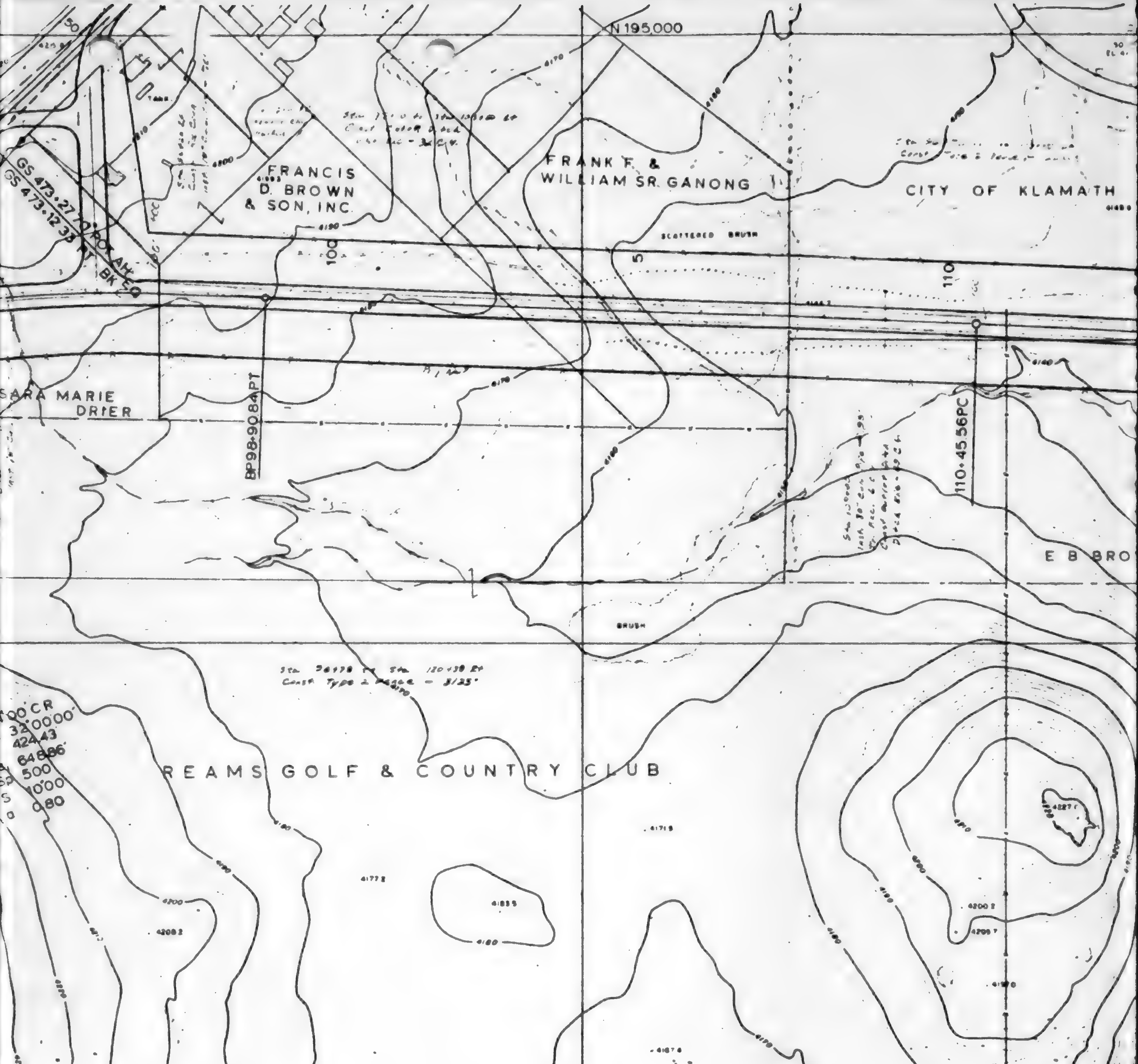
KLAMATH COUNTY

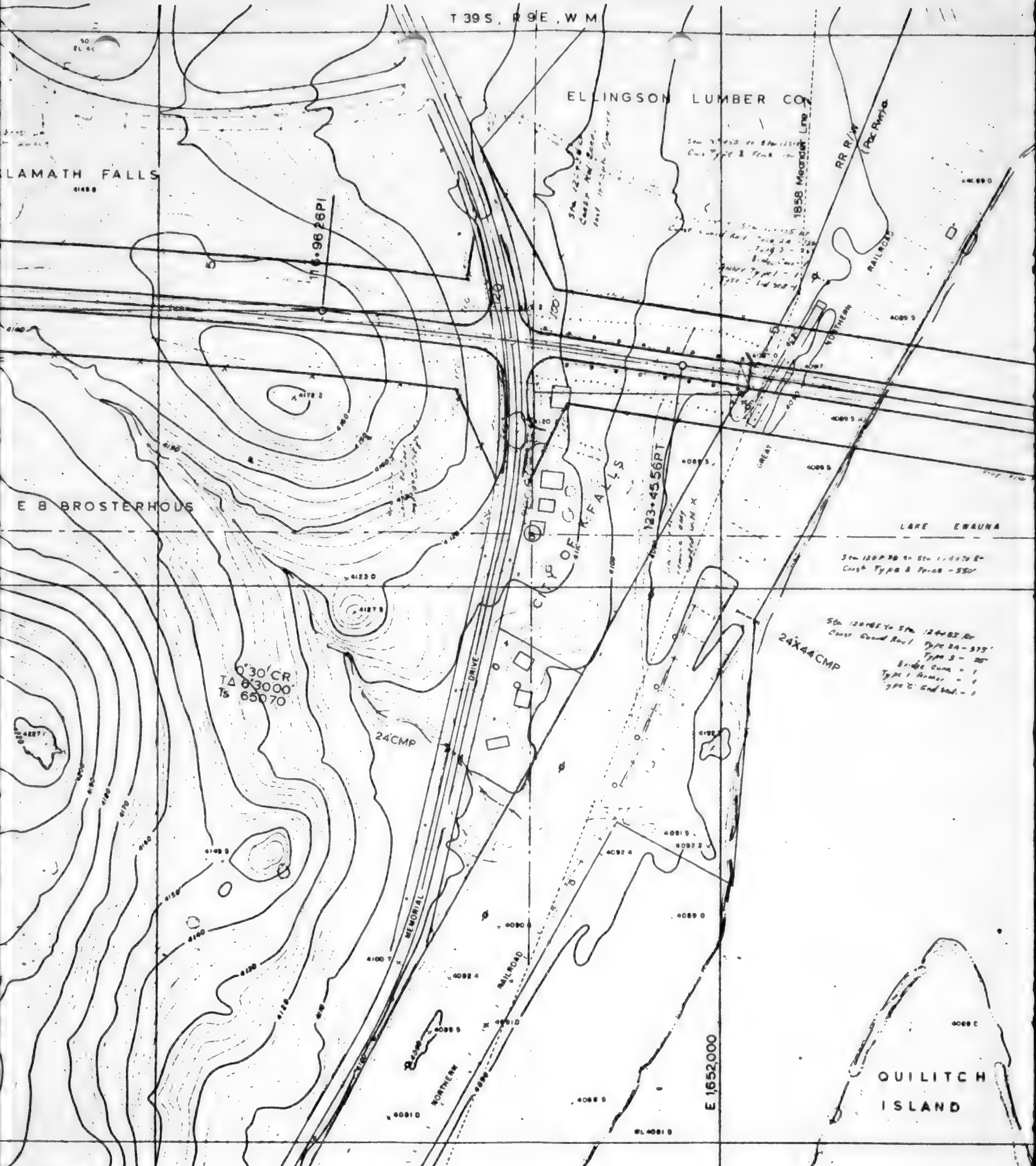
DATUM USC & GS 1947 ad, BEARING GRID
SCALE 1" 100' COORDINATES GRID
WAYNE F COBINE RESIDENT ENGINEER

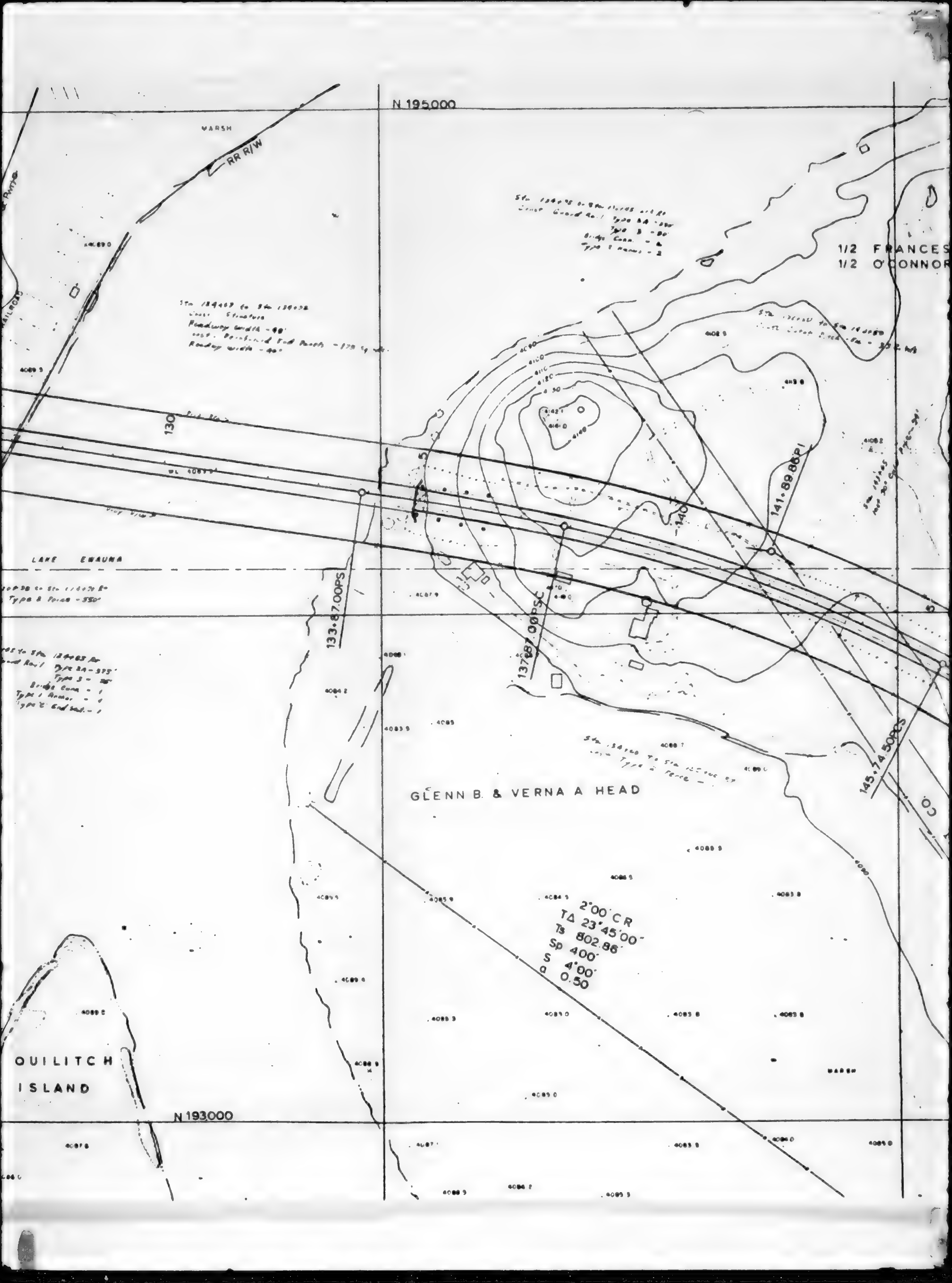
DECEMBER 1978

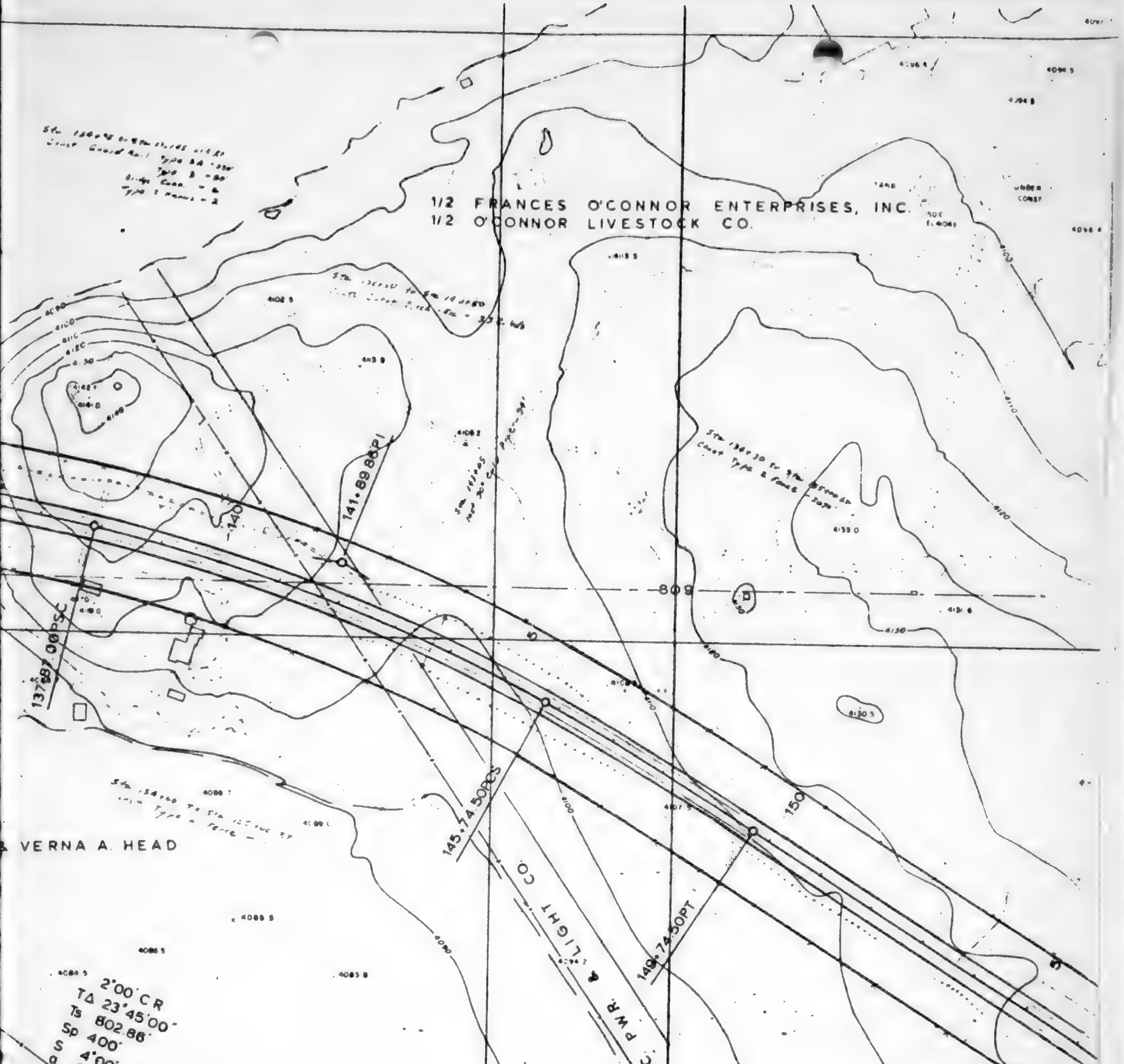
R/W
BALSAM
DRIVE
GREENSPRINGS
HIGHWAY
STREET
AVENUE
EARTHEN DAM
DAM
450
120
70
100
110
EQ
GS 457+16.22 PS AH
GS 27+37.66 POT BK
450+85.41 POT
GS 24+34.12 POT
BP 79+57.51 PS
3°00' C
TΔ 19°00'
TS 336 3
TS 553 6
SP 500
S 730
060
4330
4310
4290
4270
4250
4230
4220
4210
4200
4190


3°00' C
TΔ 19°00'00"
Ts 336.34
Ts 553.63
Sp 500
S 7°30'
a 0.60
3°00' C
TΔ 32°58'00"
Ts 875.08
Ts 500
Sp 7°30
a 0.80
R/W
R/W
R/W
R/W
GS 468+12.33 PCS
231+22.82 RC
GS 473+27.70 POT AH
GS 473+12.33 BK
GS 462+16.22 PSC
EQ GS 457+16.22 PS AH
GSP 27+32.66 POT BK
SARA MARIE
DRIER
BP 93+40.84 PCS
BP 88+40.84 RC
BP 84+57.51 PSC
BP 79+57.51 PS
230
240
708
HIGHWAY
CALIFORNIA
DALLES
4.00 CR
TΔ 32°00'00"
Ts 424.43
Ts 648.86
Sp 500
S 10°00'
a 0.80
RE
REAMS
GOLF
247+76.25 PT
249+71.84 PS
E 1,648,000

N 195,000
FRANCIS
D. BROWN
& SON, INC.
FRANK F. &
WILLIAM SR. GANONG
CITY OF KLAMATH
SCATTERED BRUSH
GS 473+27.70 POT AH EQ
GS 473+12.33 PT BK EQ
100
5
110
SARA MARIE
DRIER
BP 98+90.84 PT
110+45.56 PC
E B BRO
BRUSH
Sta. 98+78 to Sta. 120+38 Rt
Const. Type 2 Fence - 3125'
00 CR
32°00'00"
424.43
648.86
500
10°00'
0.80
REAMS GOLF & COUNTRY CLUB
E 1,650,000
4200
4190
4180
4170


T 39 S, R 9 E, W.M.
ELLINGSON LUMBER CO
LAMATH FALLS
1858 Meander Line
RR R/W
(Pac Rwy Co)
RAILROAD
NORTHERN
GREAT
116+96.26 PI
E B BROSTERHOUS
CITY OF K FALLS
123+45.56 PT
LAKE EWAUNA
Sta 120+70 to Sta 1+61+70 Rt
Const Type 8 Fence - 550'
Sta 120+85 to Sta 124+85 Rt
Const Guard Rail Type 2A - 375'
Type 3 - 25'
Bridge Conn - 1
Type 1 Anchor - 1
Type 'E' End sect. - 1
24"X44" CMP
0°30' CR
T∆ 0°30'00"
Ts 650.70
24" CMP
MEMORIAL
DRIVE
RAILROAD
NORTHERN
GREAT
E 1,652,000
QUILITCH
ISLAND
4172.2
4127.7
4123.0
4089.5
4090.0
4092.4
4089.0
4081.0
EL 4081.0
4087.6
4086.0
4089.0


N 195,000
MARSH
RR R/W
1/2 FRANCES
1/2 O'CONNOR
130
LAKE EWAUNA
140
141+89.86PI
133+87.00PS
137+87.00PSC
145+74.50PCS
GLENN B. & VERNA A HEAD
2°00' C R
TΔ 23°45'00"
Ts 802.86
Sp 400'
S 4°00'
a 0.50
QUILITCH
ISLAND
N 193,000
MARSH


1/2 FRANCES O'CONNOR ENTERPRISES, INC.
1/2 O'CONNOR LIVESTOCK CO.
VERNA A. HEAD
PAC. PWR. & LIGHT CO.
137+87.00PSC
141+89.86PI
145+74.50PCS
149+74.50PT
140
145
150
809
2°00' C R
TΔ 23°45'00"
Ts 802.86'
Sp 400'
S 4°00'
a 0.50
MARSH
4100
4110
4120
4130
UNDER CONST.
TANK

SOUTHSIDE BYPASS

MINUTES

Meeting and Public Hearing
Conducted by the Department of Public Works
at the Klamath County Courthouse Annex

May 1, 1978
7:30 p.m.

The following were present at the hearing:

Lvle Smith, Director of Public Works
Harold Brainerd, Oregon State Highway Division
John Spencer, Wilsey & Ham
Isabel Rodriguez, Recording Secretary
Visitors

Lyle Smith, Hearings Officer, called the hearing to order at 7:33 p.m. The following is a ver batim transcription of the hearing.

LYLE SMITH: Ladies and Gentlemen, the time is 7:33 p.m. Monday, May 1, 1978, which time has been set for the public hearing on the Washburn Way to Highway 97 Section of the Southside Bypass in Klamath County Oregon. The Federal Highway Administration and the Oregon State Highway Division have established rules for the conduct of this type of hearing. We are here to afford you the opportunity to express your opinion regarding the proposal and to encourage your full and effective participation in the consideration of this proposed project. You may make both oral and written statements; and in addition, anyone, regardless of whether he has or has not made a statement tonight, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be written to the Klamath County Courthouse in care of the Director of Public Works. This hearing, including all statements and comments, will be transcribed ver batim and sent to the Oregon State Highway Division for review. All testimony given at tonight's hearing will be evaluated to determine the social-economic impact, the environmental affects, and feasibility of the proposal. We have cards available at the front of the room, over here at the right to be filled in by any of you who wish to give oral testimony this evening. We also have copies of the Draft Environmental Impact Statement on the table for any of you who do not have them. We'll follow a schedule in the conduct of this hearing. First, I will give you a brief background in the history of the project. Then, the consultants that have prepared the Draft Environmental Impact Statement will give you a general explanation of their project and of the environmental impact. They will also give you a description of the various alternates. The right-of-way acquisition procedures will be explained to you by a representative of the Oregon State Highway Division. Then, everyone wishing to make a statement will be given the opportunity to do so. Although this hearing was not designed to answer questions, we will be happy to attempt to answer them if you will wait until the completion of the presentations and property identify yourselves. Some of you may know us in the front of the room, I would like to introduce the following people: on my left is John Spencer from the firm of Wilsey & Ham, who are our consultants, and on my right is Harold Brainerd. Harold is a right-of-way specialist from the Oregon State Highway Division, and our secretary is Isabel Rodriguez. A little background history on the project, and I will read it if you don't mind. The construction of the Southside Bypass has been recognized as a high-priority need by local people for many years. A determined effort was begun in 1975, and three years later we are now seeing the beginning of the construction. The location of this route has been finalized and most right-of-way purchased between State Highway 39 and Washburn Way. The location of the westerly leg between Washburn Way and State Highway 97 is the topic of tonight's meeting. An action planned to locate, finance, and schedule construction of the bypass was adopted unanimously in 1975 as a result of input from City, County, Chamber of Commerce, Roads Advisory Committee, Truck Route Committee, major timber companies, mills, loggers, truckers, downtown merchants, and citizens. Many public meetings have been held with accompanying publicity. The plan has been presented to the Oregon State Highway Division and also to the Federal Highway Administration Officials. A nine-year road construction plan, as prepared by the Citizen Roads Advisory Committee, has been adopted by the Klamath County and was approved by the City of Klamath Falls, Through a cooperative program, it establishes a timetable for the construction of the bypass from Highway 39 to Washburn Way by the use of County funds with no outside financial assistance. A contract has just been awarded to Stukel Rock & Paving Company for construction this summer from Highway 39 to Homedale Road. Construction will be completed by additional contracts in 1979 and 1980 to Washburn Way. In 1981, help with the financing will be required from federal and state agencies for the westerly leg which may include a new bridge over the Klamath River. Construction of truck route with County funds will also begin in 1981, and it is planned that both the by-pass and the truck route will be completed and opened by 1984. The use of federal and state finincial aid for the westerly leg of the bypass brings us under their regulations. These regulations classify this section as a Category No. 1 project which requires a complete environmental impact study. The firm of Wilsey & Ham from Portland were retained to do this study. Adequate copies of the Draft Environmental Statement are available, as I said, in the front of the room for anyone who would like to have a copy. At this time I would like to introduce again John Spencer, and He will give you some highlights of this report.

(Mr. Spencer had a map of the proposed project area and had a series of slides he presented. The following is a narration of the presentations.)

JOHN SPENCER: Earl, could you turn the machine on and knockout a couple of these lights? First of all, I would like to explain what a Draft Environmental Impact Statement is. It is not a plan, it is not a proposal--all it is is a document or a study which takes an existing proposal--and in this case it was three alternative alignments for the westerly segment of the Southside Bypass--four including the no-build situation. It looks at alternatives proposed by the County of Klamath and it tries to ascertain the affects of the physical environment and the affects on the social and the econimic situation in the region, and on land use, on transportation, and on all the factors that are present in the physical and the social and the economic environs of the Klamath Falls urban area. The report, and I hope most of you have had a chance to look through it, is organized in about four different sections, or five or six different sections. First of all, a location and description of the proposed action which is just a very general summary of the proposals put forth by the County of Klamath. The second section is the existing conditions and projected trends--physical factors which is an explanation of what's in the study area, what's actually in the field and that talks a little bit about the soils of the geologic conditions in the area, it talks about the hydrology of the river and of the drainage canals, it talks about the physical situation in the area through which the alternatives would pass. The existing conditions--human factors--talks about those things that are related to people--the land use in the area, the economic situation that would affect the project area, the social implications of the, of changes that are going on in the area. So those are sort of setting the scene on which to then describe alternatives which are proposed by the County and then to look at the impact of the alternatives on the physical and human environments, and finally in the very last portion of the document in a synoptic comparison--synoptic is just a sort of one-to-one comparison so you can get an idea by looking at all alternatives along common factors to be able to make decisions between them. The proposed bypass is in the southern leg of the Klamath Falls urban area. Existing are the Eastside Bypass and the Westside Bypass along U.S. 97, and the purpose of the Southside Bypass is to basically complete the bypass route around the City. And, as Lyle mentioned, the County is going ahead with the construction of this, the central section of the bypass--this section between Washburn Way and Highway 39. The Environmental Impact Statement just covers mainly the portion from Washburn Way to Highway 97, but it assumes when you start looking at things like traffic circulation and land use, that whole vicinity would be complete. So for the purposes of primary physical impacts--that is impacts that would result from the construction of the facility--we are only looking at things west of Washburn Way, and for the purpose of secondary impacts, or impacts generated by the use of the facility, we are assuming this portion of the bypass is complete--so we are looking at a complete road network. This is another explanation about the same thing--that there are three segments of the bypass. The circled area is what we call the project area and that is the area that we look very specifically at to evaluate the physical impacts or the immediate impacts of the construction of the three alternatives. These are just a few slides of the project area. This will give you an idea of the existing situation up there. This is the interchange on Highway 97 at Green Springs, this is where Alternative 1 would connect with Highway 97. And this is the intersection of Highway 97 South of the bridge over the Klamath River at Joe Wright Road. And these are just some shots of the study area, this is still on the west side of the river. And this is a shot looking from a knoll on the west side of the river to another knoll on the east side of the river--this is where the alternative lineup would cross the Klamath River. And just some general shots through which the alignments would pass. And this portion of the bypass would terminate at Washburn Way. This map illustrates again some of the existing conditons--that is the soils in the area and that is an important consideration in light of the State Land Use Requirements for the conservation of agricultural lands. Most of the land--soils--in the study area are Class III, Class IV, and Class V and LCDC Goal No. 3, I think it is, suggests that agricultural soils up to Class VI should be conserved whenever possible. So you can see that in the area, the orange soils are primarily above Class VI, the darker colored ones are Class VI and Class VII. So there are agricultural--the main use in the area is agriculture, the soils in the area are not particularly great agricultural soils, but they do produce--they do support agricultural uses in the area. In the site of human factors we looked at the growth of the Klamath Falls population over the next, oh, about 15 years. The City of Klamath Falls is experiencing a fairly constant, slight increase in their growth. The County of Klamath Falls was projected to increase a little bit more significantly. The Klamath Falls urban area is projected to increase at about the same rate as the County--I think it is 3 percent 3 or 4 percent over a 15-year period. We use these population projections to look at future land uses and how the area might develop in the future, and also to help generate the traffic volumes at a future. This is the existing land use in the study area which is predominately agricultural--some industrial uses along Washburn Way and the airport. And also there are a number of utility lines--Pacific Power & Light utility lines that cross through the study area. These are significant, and we will talk about it a little bit later. Three alternatives are being considered by the County--four including the no action or not constructing one of the alternatives. The first one--Alternative 1 starts at Highway 97 at the Green Springs Interchanges--goes basically to the east and crosses the Klamath River at a narrow point between those two hills we saw in the slides a few moments ago, and then proceeds southeast and crosses the Southern Pacific Railway Lines with an elevated structure, it makes an at-grade intersection with the Midland, and then paralleled, further down the Southern Pacific Line to eventually intersect at Johns Avenue and Washburn Way. Alternative 2 uses the intersection of Joe Wright Road and Highway 97, south of the existing Klamath River bridge, follows the alignment of Joe Wright Road widening that alignment from the current--well the right-of-way now is about 60 feet with about two 10-foot lanes and a small bit of fringe on the side, all of the alternatives would be two-lane roadways with about 12-foot travel lanes. There would be left lanes, at major at-grade intersections and there would also be 8-foot paved shoulders, another four-foot unpaved shoulder, so the total width of the proposed alignment for all the alternatives would be 48 feet, and this would require a right-of-way varying from 80 feet to about 200 feet, depending on the cut that would be involved and the fill that would be involved. So Alternative 2 follows Joe Wright Road to just past the, after crossing the Burlington Northern Line and northeast and then it goes to the east and crosses the diversion chanel, crosses Washburn Way. Alternative 3 follows along the existing alignment of Joe Wright Road. There would be some improvement all along that alignment--there would be increases in turning radii at the corner with Joe Wright Road and Washburn Way and again at the intersection with Johns Avenue and Washburn. So those are the three build alternatives--the no action alternative is, of course, not to do anything, not to build this segment. This is suppose to show existing traffic capacities in the urban area at the moment, 1977, urban area. The orange lines just designate the highway links and the numbers indicate the thousands of vehicles per day--they are ADT or average daily traffic on the links. The darker colors indicate segments of the roadway which are overcapacity and but at the moment, this route right here is South Sixth Street, this whole segment assuming by what we call Level of the Service "C" which is a level of service that's typical in an urban area. This area right here is heavily overcapacity, that means it has more traffic on it per day than it was designed for given the Level of Service "C". There are also a few other segments of the regional roadway network which are overcapacity. A number of places in the downtown area on Main Street and on Klamath currently have higher traffic volumes than their capacity. These are existing traffic volumes, 1977, volumes. This diagram is entitled Future Urbanization Concepts and it was derived from a series of meetings held with the County Commissioners, with representatives on the staff of the City and the County, with representatives from the City Council, and also with citizen leaders--people involved in citizen groups or organizations such as the Midland-Worden Community Association that is the neighborhood group for the portion of the County through which the alternatives would pass. And this is a general concept of how the region would grow, as the urban area would grow up to the year 2000. We needed to know this in order to determine the affects of the bypass on stimulating urban development in the region. What we determined, and this is just a general kind of idea based on these two meetings, was that the Hogsback Mountain area, the sort of northeast portion of the urban area would probably get most of the residential growth in the region along with just infilling inside the existing City, inside the existing build-up in the South Suburban area. There would also be, though, some growth in areas near where the bypass would be travelling and that would be areas around, or just north of the Green Springs Interchange and areas where industrial development would likely to be expanding around the South Suburban retention pond--the area along Washburn Way and just south of the retention ponds. So this area right here, this darker area is the area that we felt would be urbanized or developed within the next 15 or 20 years. This is assuming no construction of the South Suburban Bypass. This diagram is again traffic volumes and these indicate the year 2000 volumes assuming the no-build situation--assuming no Southside Bypass or no westerly segment of the Southside Bypass is constructed. Again, the darker portion, these dark black lines, indicate the roadway segments which would be overcapacity by the year 2000. If you remember the diagram we looked at a minute ago that showed the 1977 capacities, this illustrates that there would just be more roadway segments overcapacity by the year 2000. This also has a direct affect on the noise and air quality of the human study area. Existing noise levels are only over standards in the downtown area at the moment. The air quality is a sort of on-again, off-again--it depends on the wind velocity and the weather conditions at the time. But the only places where air quality is exceeding the standards at the moment, right now, is in some instances in the downtown area and along South Sixth Street. With the traffic projections that were developed as part of the Environmental Impact Statements, the traffic volumes would be increasing generally, but there would be no new segments of the roadway or no new areas of the City that would experience either noise levels that would exceed or air quality levels that would exceed standards other than the ones that already exist today. This is an urbanization concept assuming the construction of Alternative 1, and of course, the difference between building No. 1 and not building the roadway at all is primarily in the area along Washburn Way near the bypass and this area between the Washburn Way intersection and between the airport. We feel that with the construction of the bypass would open up a new area and increase the accessibility throughout this whole area. The bypass would be limited access in that there cannot be a lot of access points along it, it would only be accessible where it intersected with major highways, but at important intersections such as the one at Johns Avenue and Washburn Way--we felt that there would be significant pressure there to stimulate commercial and industrial development in that area between the intersection and the airport. Likewise, the intersection at Green Springs Junction, because of the added accessibility there, would stimulate highway-oriented commercial facilities near that junction. This diagram is again for Alternative No. 1 and it looks at the roadway segments which would be overcapacity again in the year 2000. It is very similar to the diagram for not constructing the bypass at all. We found in doing an origin destination survey or a new survey and updating the survey that was done in 1977 by the County and by the State, that only about 15 percent of the total traffic through the downtown area is through traffic--that is it has origins and destinations outside the urban area. And of that 15 percent, that is 15 percent of the total traffic, almost 85 between 85 and 89 percent made stops in the downtown area when it was passing through Klamath Falls. That indicated that the through traffic also has a reason for being downtown. It is making important stops either for their work trips, or for rest, for tourist trips, that sort of thing, so that with the construction of the bypass, there wouldn't be a great significant decrease of traffic going through downtown--there would be a decrease--there would be an 8 to 10 percent decrease in traffic through the downtown area but it wouldn't be significant enough to reduce traffic volumes on these areas that are already overcapacity in order to make them run at capacity. So that with the bypass there would still be segments of the roadway by the year 2000 that would still be congested and overcapacity--mainly South Sixth Street, and one or two places mainly the right-hand turning movements or the right-hand turns on Main Street and on Klamath Avenue downtown. And as far as air and noise quality goes, there wouldn't be a significant change over existing conditions due to air and noise mainly because the traffic volumes wouldn't be increasing all that much. This is the urbanization concept for Alternatives 2 and 3--very similar to the distribution for Alternative No. 1 in that there would be some industrial and commercial development stimulated between the intersection of Johns Avenue and Washburn Way and the airport. And again, traffic capacities and traffic deficiencies for Alternative No. 2 essentially the same roadway links would be overcapacity then with the construction of Alternative 2 as with Alternative 1. The truck volumes through the downtown area through--with Alternative No. 1, I think the truck volumes would decrease approximately 40 percent. With Alternatives 2 and 3, the truck volumes would decrease less than that--probably about 25 or 30 percent. This is just the same diagram for Alternative 3 showing the roadway linkages which would be overcapacity by the year 2000--about the same areas or same roadway segments would still be over capacity even with the construction of the bypass. The last diagram in the Draft Environmental Impact Statement is the comparison of alternatives, and it runs through in much more detail, a summary of the impacts I have just been going over. Just for your interest, it talks about the characteristics of the alternatives. Alternative 1 would require 35 acres to be acquired for right-of-way, two new bridges would be built--one over the Klamath River, and another one over the Southern Pacific Switching Yards, three at-grade crossings would be present either over railways or existing roads, and the cost of this alternative is a little over 5 million dollars. Alternative 2 would require about 25 or 26 acres to be acquired for right-of-way. A new bridge would probably have to be constructed or replacement of the bridge or an improvement of the existing Highway 97 bridge would be required because both Alternative 2 and 3 would divert traffic so more traffic would have to use that existing bridge and would require the improvement of that facility. Four at-grade crossings would be present along the course of the bypass, and this alternative would cost 1.6 or 1.7 million dollars. Alternative No. 3 pretty much follows the existing alignment of Joe Wright Road. It would cost around $6000,000 and it would also require the improvement of the existing bridge over the Klamath River. These are just summaries of the impacts of the physical environment and on the human environment. I have gone through most of the high points very briefly. These things summarize them most distinctly and if you haven't had a look at them, they would probably be a better summary than probably what I could give you right now. Okay, that's it.

LYLE SMITH: I would like now to introduce Harold Brainerd who will go through the right-of-way acquisition procedures.

HAROLD BRAINERD: The hearing being held today is to afford interested people the opportunity to express their views on the general routing of this highway. The additional right-of-way necessary for the construction of this section of highway will require the displacement of an estimated six individuals, two families, no businesses, no farms, and no non-profit organizations on the No. 1 Alternative. No displacements are anticipated in the No. 2 and the No. 3 routes. Klamath County has entered into a service agreement with the State Highway Division to form necessary appraisals, negotiations, and relocation activities for this proposed public improvement project. Two leaflets--'Acquiring Land For Highways', explaining how the State obtains land for highways, and 'Moving Because Of The Highway', explaining the 1970 Uniform Relocation Act which provides a number of benefits available to people who must move because of the highway--are available at the meeting today, and I urge you to take them both with you and read them carefully. For further assistance, if there are any questions, the addresses of the local right-of-way offices are included in the leaflets. To become eligible as outlined in the leaflet 'Moving Because Of The Highway', people who must move have to be occupying the property when the County starts the negotiation process and the property must be purchased by the County. Other than the monetary benefits described in the relocation leaflet, relocation advisory assistance will be available to all who fall within the scope of eligible persons as I just outlined. These services are intended to assist in the relocation process and lessen its impact. Payment procedures involving the monetary benefits of the relocation law require the completion of an act--whether it's moving, acquiring a new dwelling, or renting--once the act has been completed, a claim is submitted to the State and payment will be made approximately two weeks after receipt of the claim. In those cases where a true hardship does exist, conditional payment can be made prior to completion of the act. Detailed studies dealing with the requirements of those to be moved from the right-of-way and in the availability of suitable replacement housing will be made for the County by the State and reviewed by the Federal Highway Administration prior to the displacement of a single individual from the proposed right-of-way. When these studies produce evidence that a shortage of replacement dwellings does exist, it does not automatically eliminate that alternative from consideration. The State of Oregon and the Federal Highway Administration laws and procedures provide a means to provide the necessary housing through many and varied procedures. Let me stress that the County is required to comply with all State and Federal laws in its arrangements with the people occupying property to be incorporated within the right-of-way. No one can be displaced until comparable displacement housing is available. No property owner will be asked to move until he has been paid for his property or the money has been deposited in the registry of the Court. The right-of-way program for this section of the project will be under my administration--supervision--my name is Harold Brainerd, my office is in Bend with the Oregon State Highway Division, telephone No. 382-1911.

LYLE SMITH: Thank you, Harold. At this time we are going to open the hearing for testimony from interested persons. To kind of get the ball rolling, I'll get started here, John. Just for the record, Klamath County has a list of 17 items on here for their Draft Environmental Impact Statement which are mostly small corrections such as mapping errors and that sort of thing. For the record, I would like to submit this to the consultant for their consideration. Earl, if anyone has filled out a card, would you like to pick them up for me? Has anyone filled out a card? You don't have to fill out a card....well, I guess it probably would be better. If anyone that wishes to testify would fill out one of those cards. Maybe we can have a drawing to see who is first--that's always fair. And anyone that would like to have a copy of the Statement while we are going through this, if you would like, just raise your hand and Earl will get you a copy. We are open for suggestions. We will take both sides of the issue, both pro or con. We are kind of trying to stay impartial tonight. Dave, it looks like you're first. Dave Petersen.

DAVE H. PETERSEN
Route 5 Box 133
Klamath Falls, OR 97601

DAVE PETERSEN: I am here tonight to testify--I guess I am here in two halves--one to represent the Midland-Worden Lower Lake Area, which is the Citizens' Involvement Committee on Land Use Planning. They have raised a couple of questions, I guess I'm representing that group with these comments, and in a couple of moments I will represent, if I may, myself with some other comments. In one of our area goals we have the preservation of agricultural lands, if at all possible unless it was necessary to sacrifice them to urbanization of any sort, either houses, or commercial or industrial use. At this particular time because the Urban Growth Boundary of the area is in question, and because that Urban Growth Boundary is partially depending upon a rather complicated sewage study at this time, the feeling of the people is that the most northerly route should be taken in order to stop what might be called jump-and-fill urbanization--there is a tendency to jump out into the country and then backfill and because our goal is the preservation of agricultural--essentially 3 and 4--the feeling was that as close to the urban area as possible would be the best place for the bypass. Speaking with my second comment for both the people of this area and for myself, we live on Joe Wright, we are vigorously opposed to the third alternative because as one lady said in a letter that I believe she sent to you, the highway would be going through her bathroom. That's an exaggeration--a little hyperbole there. The point is that there are 17, I believe, 17 residences along Route 3 at this time, and if the road is widened and so on by a little cut, some of those houses are rather close to the existing road and it is going to cut into their property to a considerable degree and it will have a major impact on this area for these people, including myself. There was also some concern, and this is from the Midland-Worden Lower Lake Area Committee people--some concern about on Routes 2 and 3 taking this turn here, they were a little concerned about the logistics of getting people on and off Highway 97 onto Joe Wright Road. At this time there seems to be considerable congestion there--the congestion would increase with more traffic and granted you plan to make some improvement on the highway and widen it and make wider lanes and so on, there is still some question about whether or not this is a very safe procedure. At this time that's the best my memory serves and I reserve my comments. Thank you.

LYLE SMITH: Thank you, Mr. Petersen. Mr. Stranske?

WILLIAM STRANSKE
3006 Green Springs Drive
Klamath Falls, OR 97701

WILLIAM STRANSKE: Number 1 is fine for me.

LYLE SMITH: Okay Sir, thank you very much. Would anyone else like to make comments? Harrold? Alvin? anybody?

HARROLD MALLORY
3447 Highway 39
Klamath Falls, OR 97601

HARROLD MALLORY: Is it going to make much difference in zoning when it goes through that road there?

LYLE SMITH: Well, of course, that area is zoned now. It is a little hard for me to answer this not being a planner, but it is zoned now and I expect that there would be several requests for zone changes. Like I think the consultant mentioned in one of their other presentations--what did you call them McDonald's corners at the intersections. I expect those things to happen. They come and strip commercialization--John Spencer might be able to answer that a little better than I can.

JOHN SPENCER: The zoning would depend on the land use designation that will--arising from the Comprehensive Plan of the County in this case.

HARROLD MALLORY: The land use would change completely from what it is now, wouldn't it?

JOHN SPENCER: The designation in the Comprehensive Plan would have to be maintained unless there was a request for change of that designation.

HARROLD MALLORY: It would stay the same then, huh?

JOHN SPENCER: It would stay the same. There could be pressure, someone could apply for a zone change. In our report we suggest that right around the intersection of Highway 39 where the extension of Johns Avenue would intersect there--there would be considerable pressure for commercial types of development there. But it is really up to the County to approve those sorts of things, and I think right now there would have to be a change in the existing zoning and the existing land use to enable a commercial use to take place.

LYLE SMITH: I'm sure they will get requests for zone changes along there. Part of it is zoned industrial now. Around the KLAD area there is an industrial zone in there now so that would probably fit. But I think you will find requests for various kinds of commercial and maybe even subdivision zones, I don't know. It is going to depend a lot on the Urban Growth Boundary, what they do with that. But, usually we find that those requests can only be up to the counties to make that decision. I say it is zoned now, there will have to be requests for change, and I'm sure we will get the requests.

HARROLD MALLORY: Thank you.

LYLE SMITH: Mr. Petersen? Would you like to come up? We have to get you on the record.

DAVID PETERSEN: I want to be on the record.

LYLE SMITH: Thank you.

DAVID PETERSEN: Again, my name is David Petersen. I have some additional comments in the form of questions. One--what is the time line on this in that when does this proposal, one of the three, have to be determined? Is there a date set for the time of determination?

LYLE SMITH: We're hoping that we'll get it right away. After this hearing, let's see, the next step is a Final Environmental Statement which will incorporate the results of this and then we will go to a hearing again. After that, whichever route is decided upon, that should give us a location, then we are ready to start in a right-of-way acquisition. We are sure hoping to start this year if we possibly can.

DAVE PETERSEN: On right-of-way acquisition?

LYLE SMITH: Yeah. The County is budgeting--in fact we have money deposited with the State now for this right-of-way acquisition, so we are hoping to go this year if we possibly can.

Our time schedule, we don't really start picking it up then, but our time schedule for a construction because of the financing, is 1981--that's when we are hoping to be able to let our first contract for that westerly leg--at that time, like I said earlier, we hope to have all the construction by County forces right up to Washburn Way and be able to pick it up right from there.

DAVID PETERSEN: Well, a lot of that time line, because the County for any number of reasons seems to be having difficulty determining an Urban Growth Boundary and have delayed putting one into effect until the summer of 1980--that would be 1978 this July--I would vigorously suggest that rather than create in effect an Urban Growth Boundary with one of these alternates to this to the south, because I think it will have that impact, that you go with an alternate that is as far north and as sparing of agricultural lands as possible. With the aggressive speculation in land in this area, if the route goes on Alternate No. 3, I know that will create a strong inclination to make that the Urban Growth Boundary. And I think it is needlessly sacrificing an awful lot of agricultural land and since it is considerably farther south, I find that it is short to be in keeping with the LCDC Goal--the preservation of agricultural lands.

LYLE SMITH: Thank you very much. Harrold?

HARROLD MALLORY: This is mostly to take the trucks off of South Sixth Street, isn't it?

LYLE SMITH: The study shows that about 40 percent, I believe, of the traffic that would be removed from South Sixth Street would be commercial type traffic like trucks. Log trucks are our big problem.

HARROLD MALLORY: You mean, the big trucks--the log trucks or that type?

LYLE SMITH: Right. And, John didn't go into it, but we have a plan for location for what we call a truck route. No matter which alternate is chosen, the truck route would be part of it, but it fits better with Alternate No. 1--which is the furthest north that Mr. Petersen is pushing--and is just west of the Midland Highway, the State Midland Secondary, just west of that. There would be an intersection there and it would take off and run northerly and go right along the west side of the Southern Pacific tracks, across the marsh and come into Spring Street in the neighborhood of the city shops which would give log trucks direct access going into the mill at Modoc Lumber Company, and it would also give all the commercial traffic a direct access right into the commercial area of town then they could go right on through to the north. So, in conjunction with that truck route, and this is also part of our nine-year road construction plan, we are hoping to start that in 1981--the same time the westerly leg of the bypass would be starting construction. So it would be finished about the same time, but this would really pull the commercial traffic off South Sixth Street and also off of Klamath Avenue--traffic coming in from the south--traffic coming in from the south heading north would feed that way also.

HARROLD MALLORY: In other words, the trucks would be forced to go that route?

LYLE SMITH: We could actually post the truck route and by load limits or whatever, we could bring them in, and force them in that way.

HARROLD MALLORY: Thank you.

ALVIN CHEYNE: I didn't fill out a card, can I comment?

LYLE SMITH: Yeah, come on up, you bet.

ALVIN CHEYNE
13220 Homedale Road
Klamath Falls, OR 97601

ALVIN CHEYNE: My comment would probably be more in just question. In your slide presentation, you stated that Alternate No. 1 would cost somewhere in the neighborhood of 5 million dollars, is that correct?

JOHN SPENCER: Yes.

ALVIN CHEYNE: You quoted No. 2 and No. 3 as 1.4 million dollars, there abouts?

JOHN SPENCER: I think it is 1.6 million dollars.

ALVIN CHEYNE: Okay, but you did not consider in your comments that we have an interchange at the Weed-Ashland which we do not have at Joe Wright Road and Washburn Way, and our interchange is roughly 2½ million dollars. You did comment, in addition, that it would need some bridge work on the Klamath River--on Highway 97. And the last quote I have seen on four-laning the Highway 97 bridge, which is a 1,100-foot bridge, and the figure was in excess of 3 million dollars. Now, if we are to be fair in the dollar comparison, should we not, also, then consider the 3 million plus on the Klamath River Bridge and 2½ million on the interchange to be fair on the thing? on your presentation?

JOHN SPENCER: Well the construction of an improvement to the existing Klamath River Birdge is going to have to take place no matter what alternative is chosen--Alternative No. 1, 2, or 3. All Alternatives 2 and 3 do is necessitate it 10 to 15 years earlier. Just the general increase on Highway 97, irrespective of which alternative is going to be constructed, is going to eventually overload that bridge and it will have to be widened.

ALVIN CHEYNE: I'll grant you that. But Alternative 2 and 3 would make that imperative that we do that within....

JOHN SPENCER: By 1980.

ALVIN CHEYNE: Otherwise, if we didn't, if we went Alternate 1, then we might have an additional 15 years to fund the bridge, right?

JOHN SPENCER: Right. The traffic projections indicate that by 1980, I think, with Alternatives 2 or 3 that bridge would be excessively overcapacity and it would....

ALVIN CHEYNE: If you would plan an interchange on Highway 97 and at that end of your construction on Alternate 2 and 3, we wouldn't be so far apart dollarwise.

JOHN SPENCER Well, on Alternatives 2 and 3 there wouldn't be a major interchange connected--or constructed on Highway 97. The only interchange would be a left-turn lane as there presently is off of Highway 97 onto Johns Avenue and there would be widened lanes in the left-turn lane on Johns Avenue. There wouldn't be a major, grade-separated interchange at that point.

ALVIN CHEYNE: Okay, but Mr. Petersen pointed out the area's concern with the traffic safety at the intersection of Joe Wright and Highway 97 and in order to afford the safety we will have up above to the using public, we should at least figure a dollar-and-cents figure to make that safety improvement and this wasn't included.

JOHN SPENCER: Well, looking at the traffic volumes that would be experienced on the Bypass and on Highway 97 by the year 2000, the projected traffic volumes, it wouldn't justify from a traffic engineering point of view, it wouldn't justify the construction of a grade-separated interchange. There just isn't the traffic volumes there to justify that. That's an analysis by the traffic engineers looking at the projected traffic volumes.

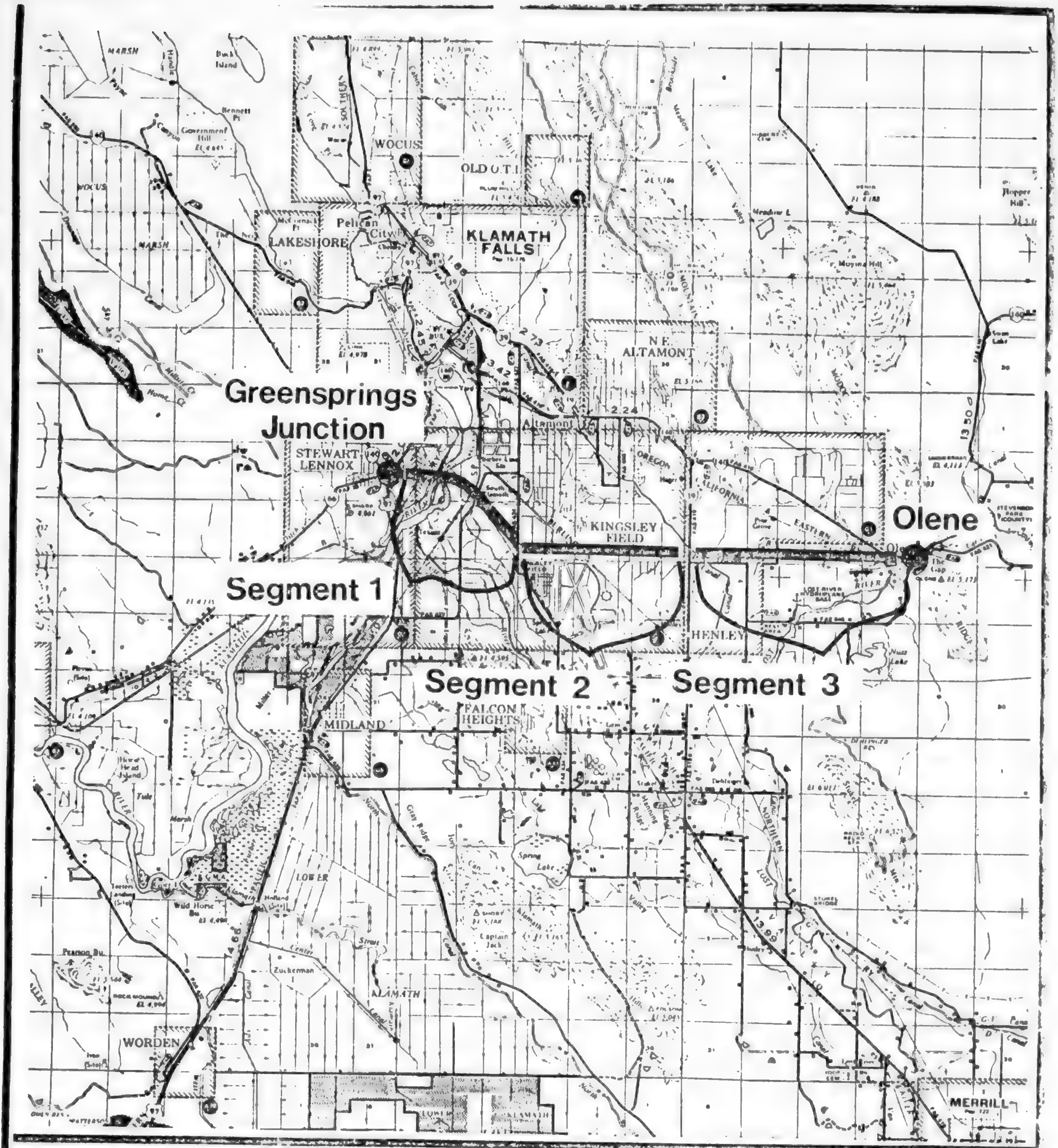
ALVIN CHEYNE: In your soil analysis, what criteria did you use--the Soil Conservation's....

JOHN SPENCER: Yes, their classification of soils, yes.

ALVIN CHEYNE: Okay, thank you.

LYLE SMITH: Thank you, Alvin. Is there any more testimony?

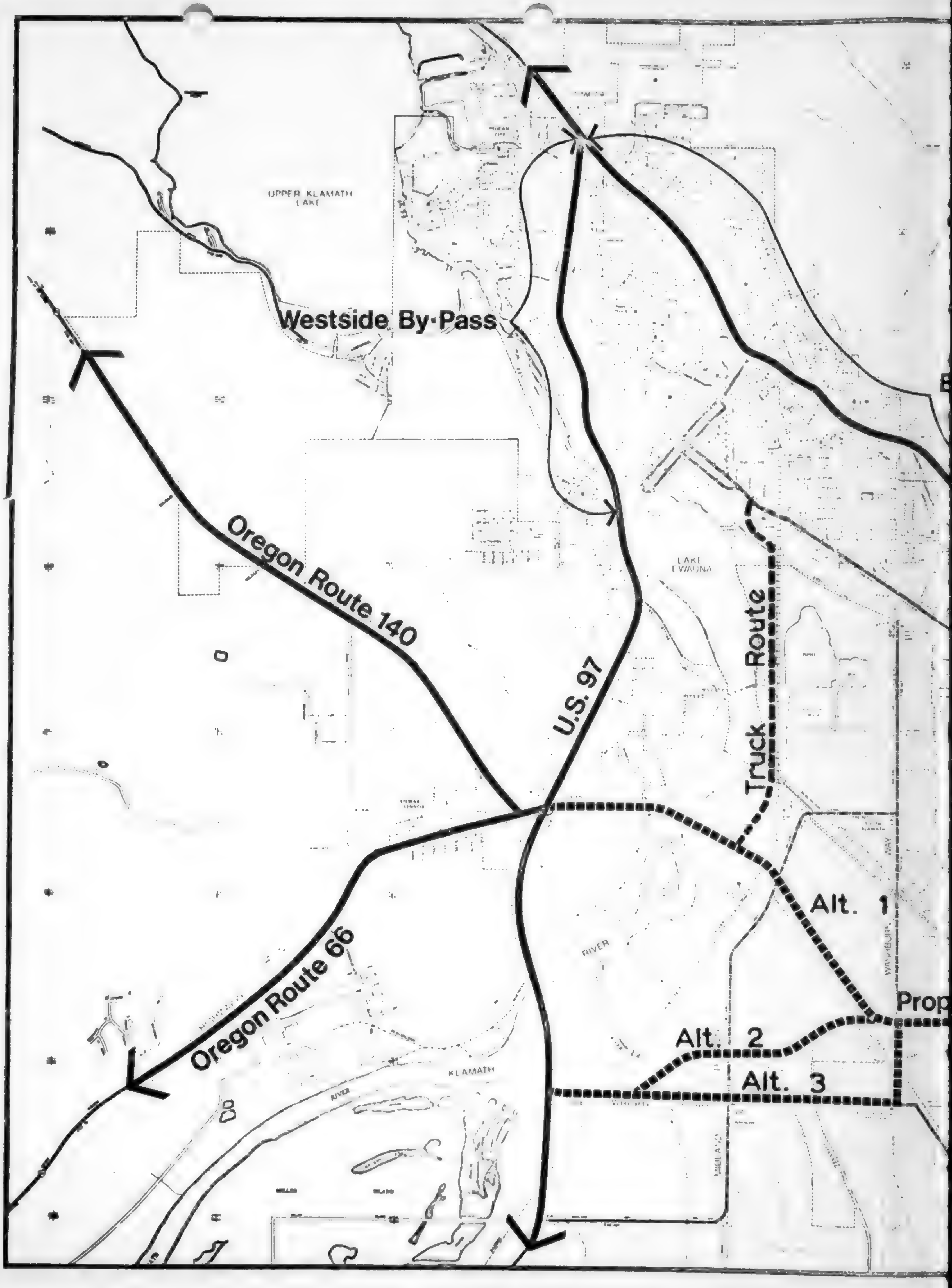
I would like to again remind you that we do have copies of the Draft Environmental Statement--lots of copies, so feel free to pick one up and take it home with you if you would like. And also again, I would like to remind you that you do have a ten-day period in which you can make additional statements if you would like, and if you'd wish, you could pick up one of the little cards we filled out and just make them on the back of the card and drop them in the mail to us. There being no further testimony, I hereby declare this hearing officially closed at 8:26 p.m. Thank you.

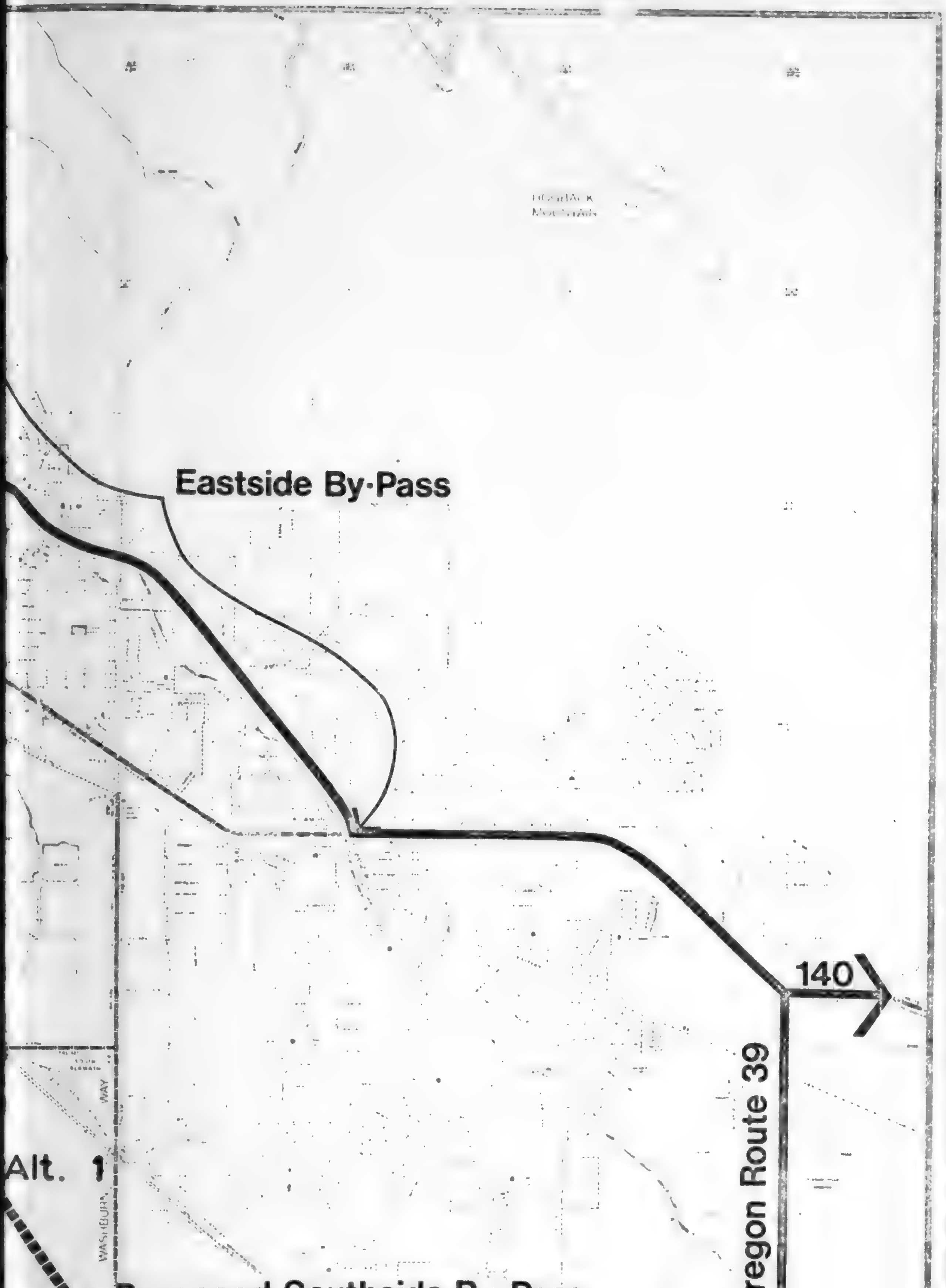

Greensprings Junction
Olene
Segment 1
Segment 2
Segment 3
WOCUS
OLD O.T.I.
KLAMATH FALLS
LAKESHORE
Pelican City
N.E. ALTAMONT
Altamont
STEWART LENNOX
KINGSLEY FIELD
HENLEY
FALCON HEIGHTS
MIDLAND
WORDEN
MERRILL

Legend

▨ Project Area

Klamath Falls Southside Bypass


UPPER KLAMATH LAKE
Westside By-Pass
Oregon Route 140
U.S. 97
LAKE EWAUNA
Truck Route
Alt. 1
RIVER
Oregon Route 66
Alt. 2
Alt. 3
KLAMATH
RIVER
Prop
B


Eastside By-Pass
140
Oregon Route 39
Alt. 1
WASHBURN WAY
Proposed Southside By-Pass
3
KINGSLEY FIELD

Legend

Existing Route

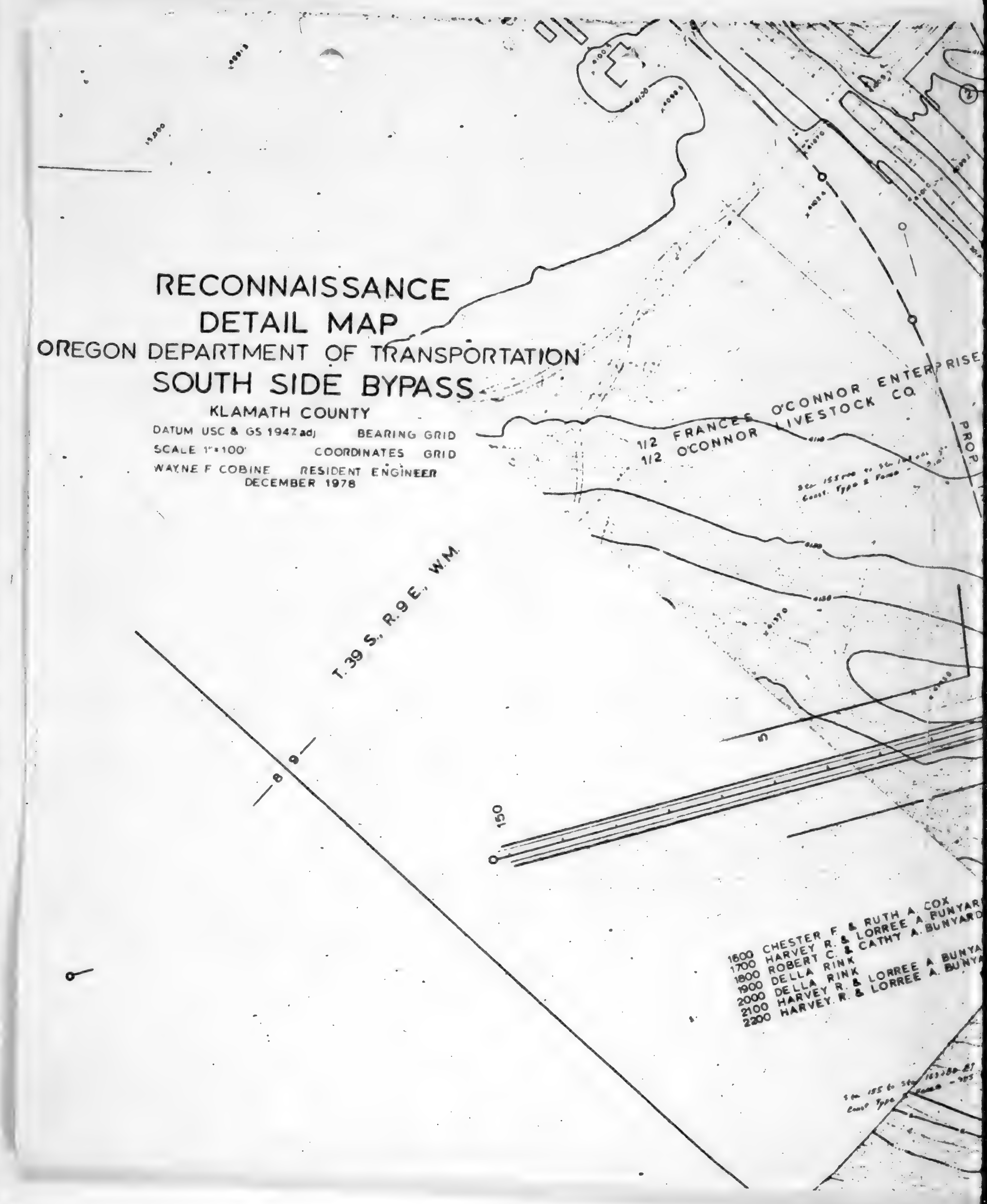
Proposed Route

0 2000' 4000' 1 Mile
Scale

Southside By-Pass

Klamath County, Oregon

Klamath Falls Area Roadway System



RECONNAISSANCE
DETAIL MAP
OREGON DEPARTMENT OF TRANSPORTATION
SOUTH SIDE BYPASS

KLAMATH COUNTY

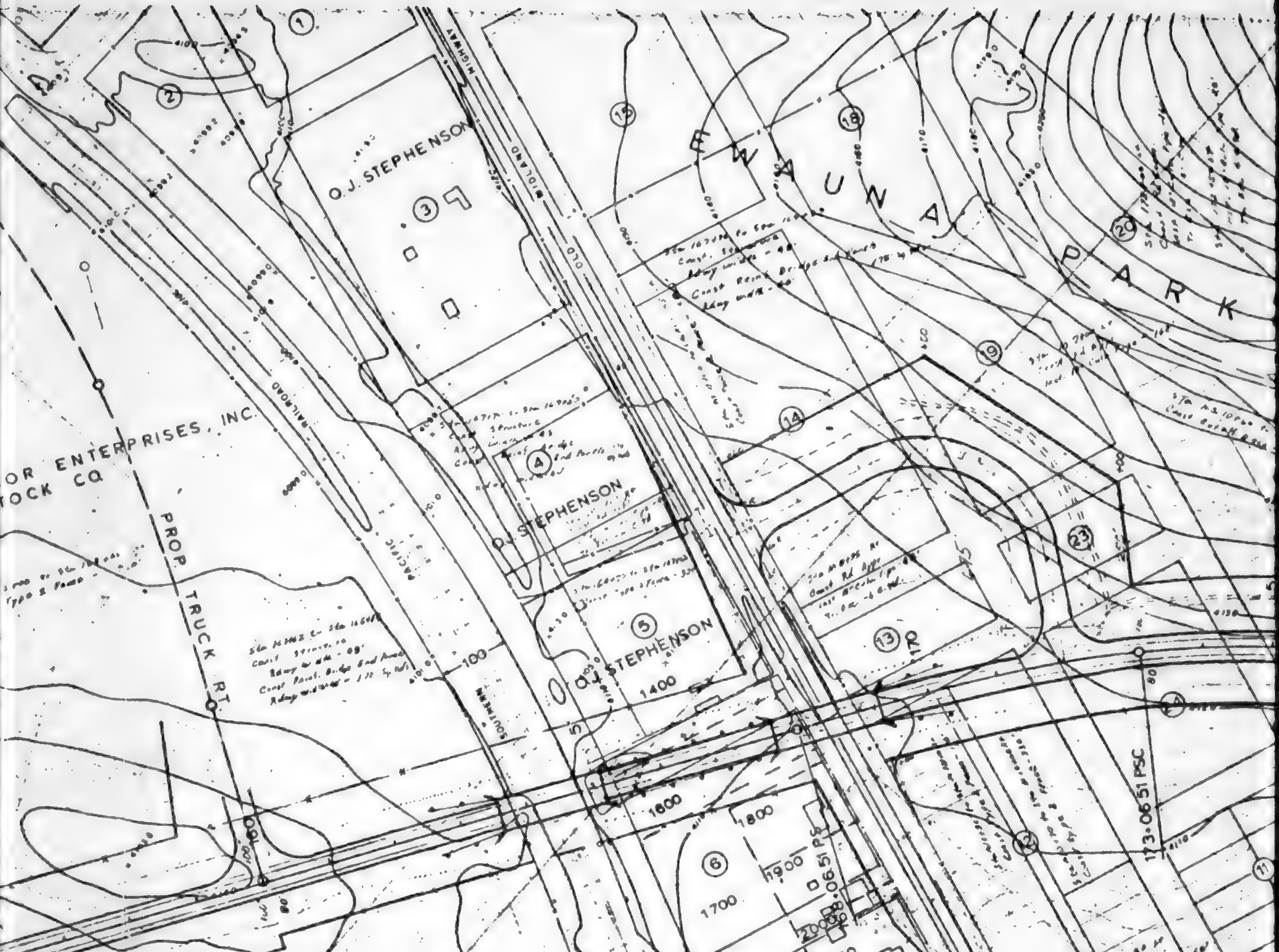
DATUM USC & GS 1947 adj BEARING GRID

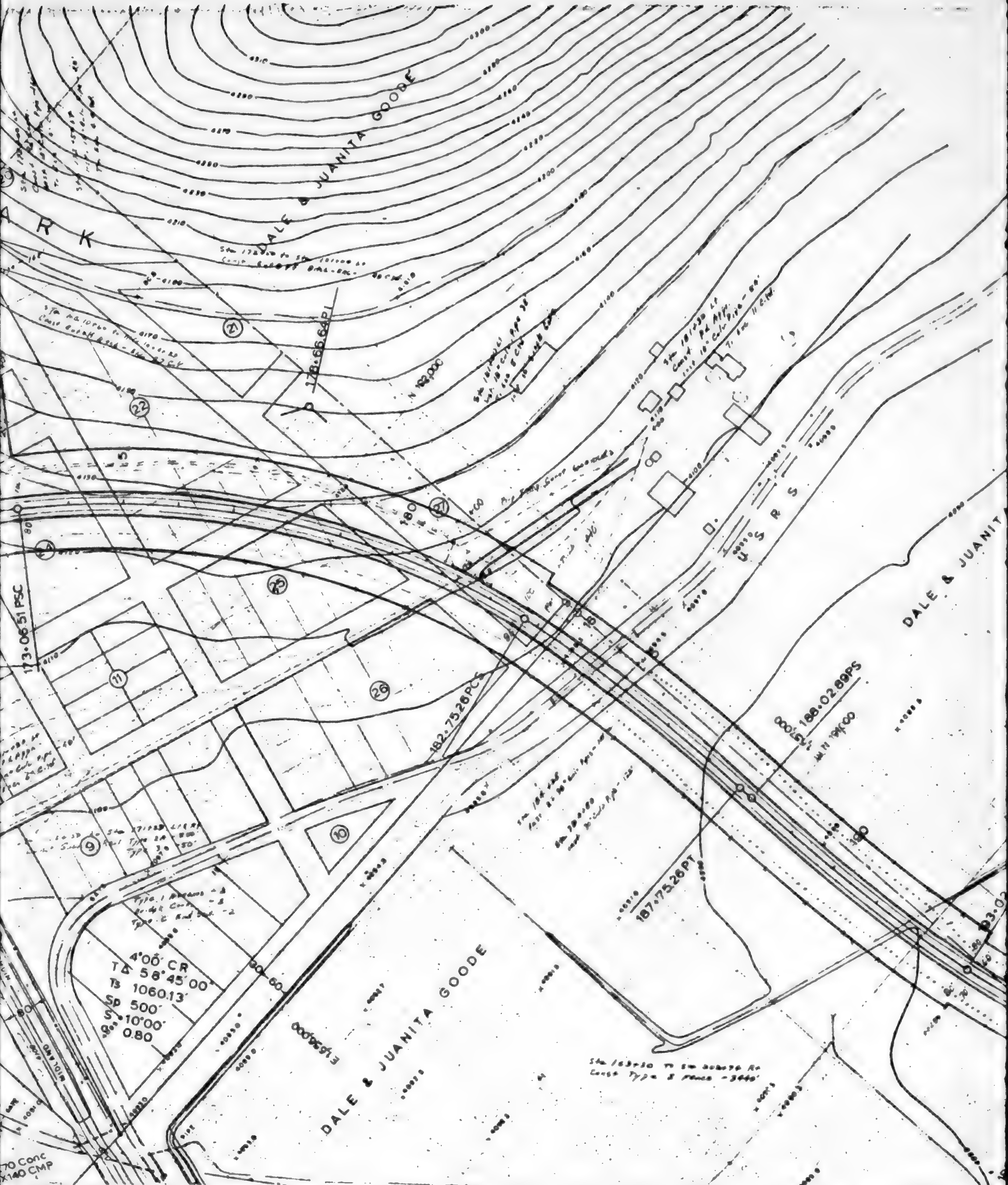
SCALE 1"=100' COORDINATES GRID

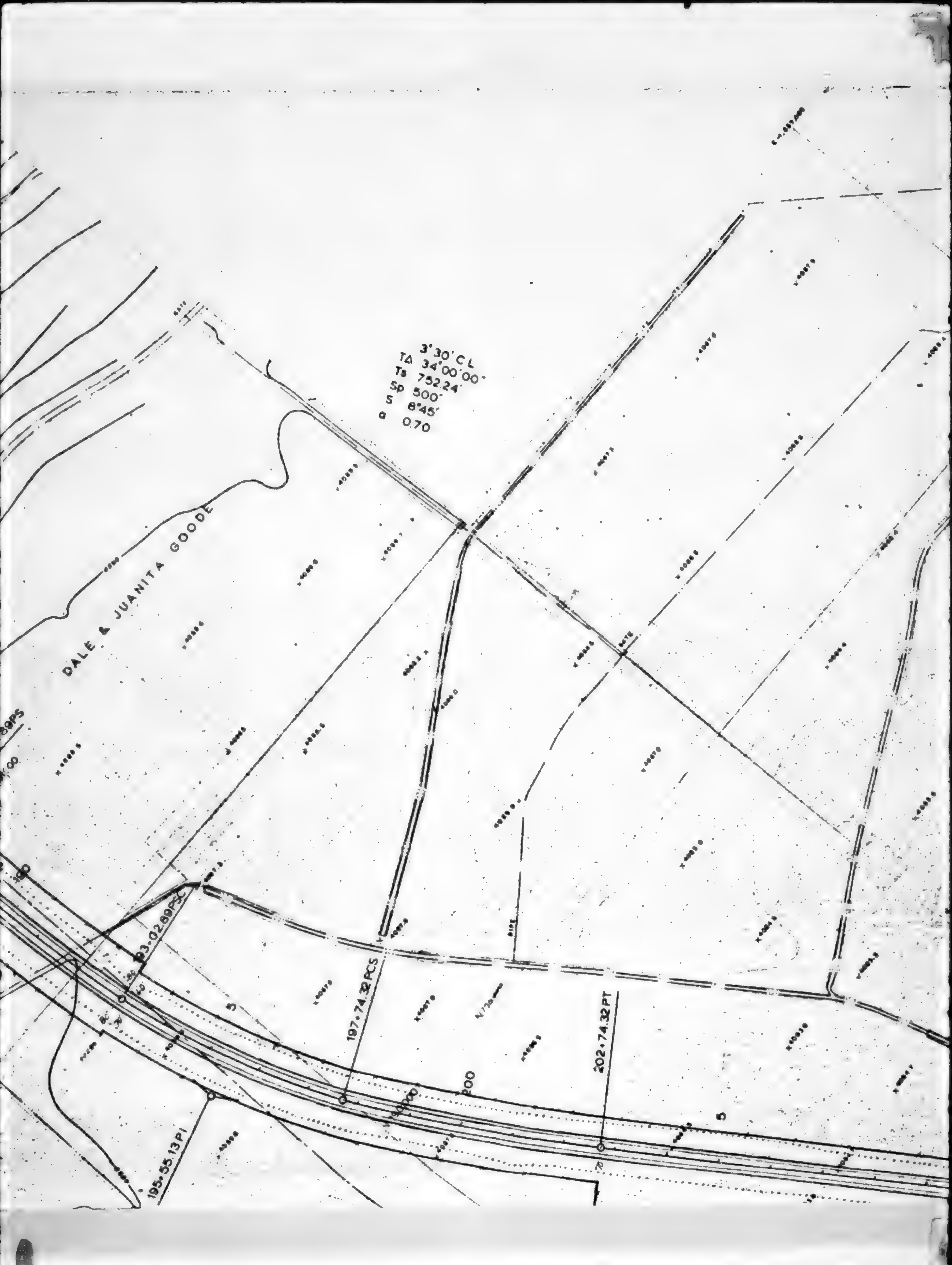
WAYNE F COBINE RESIDENT ENGINEER

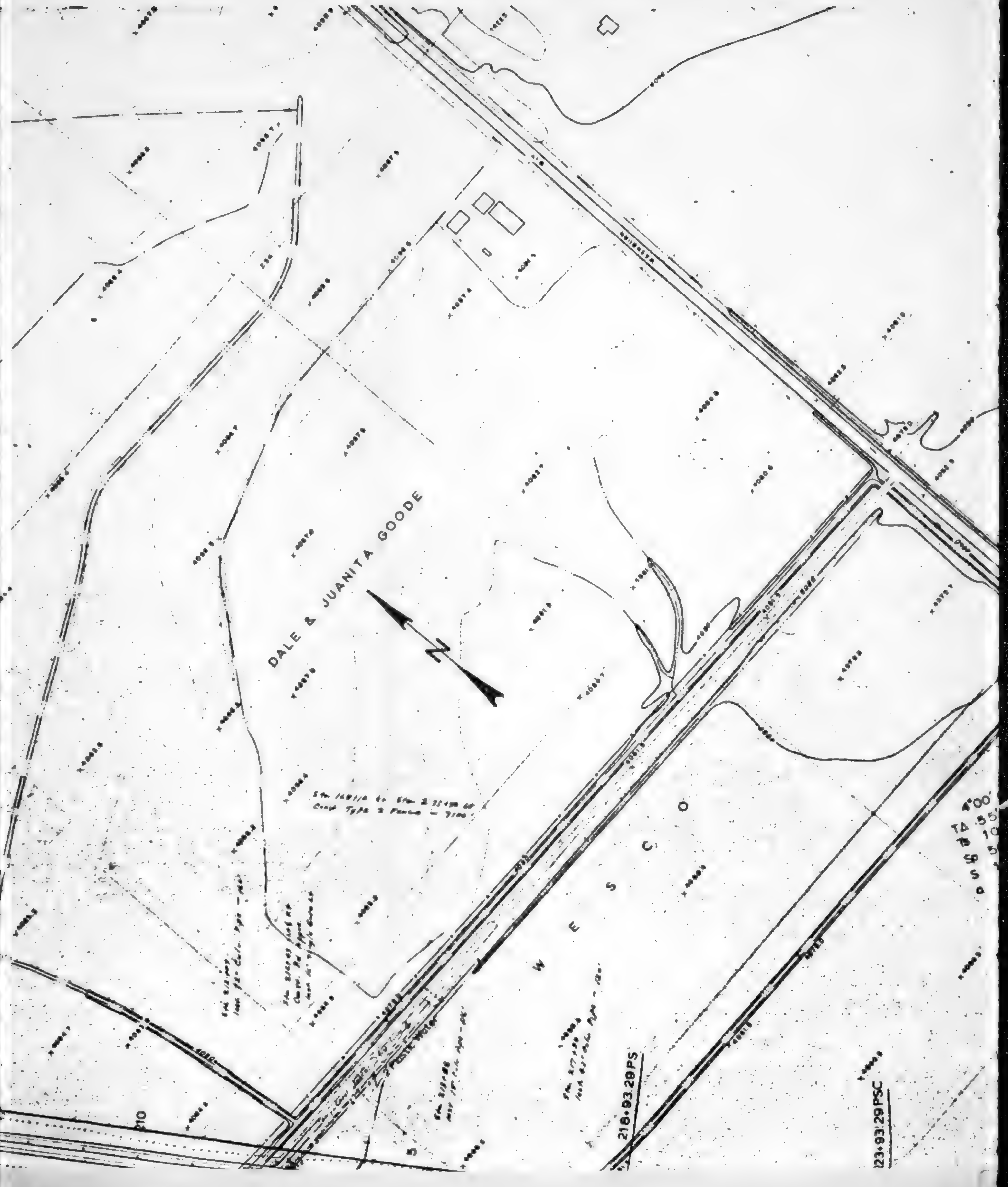
DECEMBER 1978

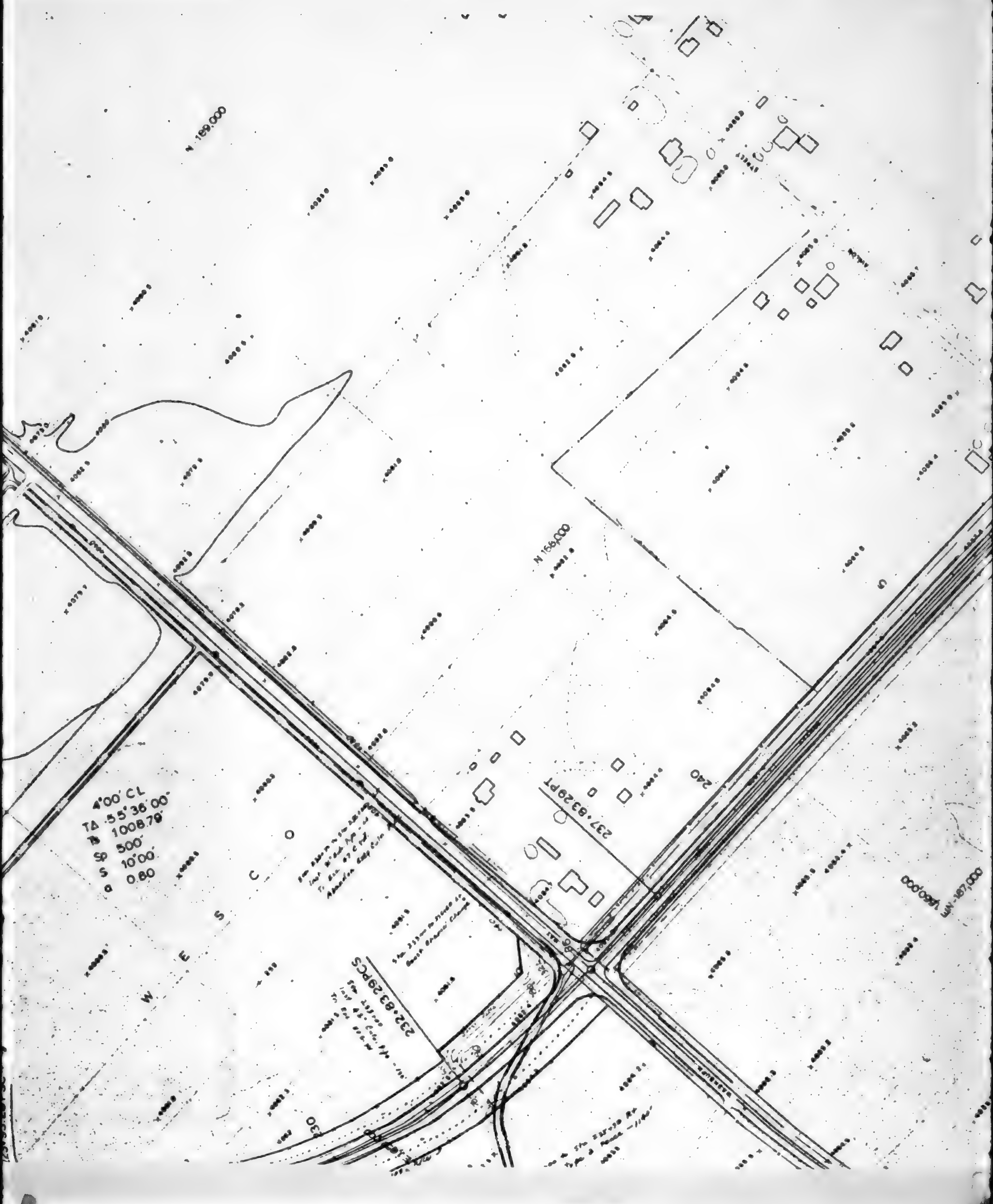
1/2 FRANCES O'CONNOR ENTERPRISE
1/2 O'CONNOR LIVESTOCK CO.
PROP.
T. 39 S., R. 9 E., W.M.
8
9
150
5
②
1600 CHESTER F. & RUTH A. COX
1700 HARVEY R. & LORREE A. BUNYAR
1800 ROBERT C. & CATHY A. BUNYARD
1900 DELLA RINK
2000 DELLA RINK
2100 HARVEY R. & LORREE A. BUNYA
2200 HARVEY R. & LORREE A. BUNYA


O.J. STEPHENSON
O.J. STEPHENSON
O.J. STEPHENSON
O.J. STEPHENSON
OR ENTERPRISES, INC.
TOCK CO
PROP TRUCK RT
WAUNA PARK
OLD MIDLAND HIGHWAY
MIDLAND HIGHWAY
SOUTHERN PACIFIC RAILROAD
RAILROAD
PACIFIC
RR R/W
F & RUTH A COX
R & LORREE A BUNYARD
& CATHY A BUNYARD
INK
R. & LORREE A BUNYARD
R. & LORREE A BUNYARD
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑪
⑫
⑬
⑭
⑮
⑱
⑲
⑳
㉓
㉔
1400
1600
1700
1800
1900
2000
2100
2200
100
80
8-06.51 PS
173-06.51 PSC
18X70 Conc
24X140 CMP


ARK
DALE & JUANITA GOODE
DALE & JUANITA GOODE
DALE & JUANITA GOODE
DALE & JUANITA
U S R S
173+06.51 PSC
178+66.64 PI
182+75.26 PCS
187+75.26 PT
188+02.89 PS
193+02
180
190
21
22
25
26
27
9
10
11
4°00' CR
TΔ 58°45'00"
Ts 1060.13'
Sp 500'
S 10°00'
0.80
770 Conc
X140 CMP


3°30' C L
TΔ 34°00'00"
Ts 752.24'
Sp 500'
S 8°45'
a 0.70
DALE & JUANITA GOODE
89PS
93+02.89PSC
197+74.32PCS
202+74.32PT
195+55.13PI
200
5
5


DALE & JUANITA GOODE
N
W E S C O
2" Plastic Water
218+93.29PS
23+93.29PSC
Sta 169+10 to Sta 2?35+50 Lt
Const Type 3 Fence — 7100'
4°00'
TA 55
10
5
310
5

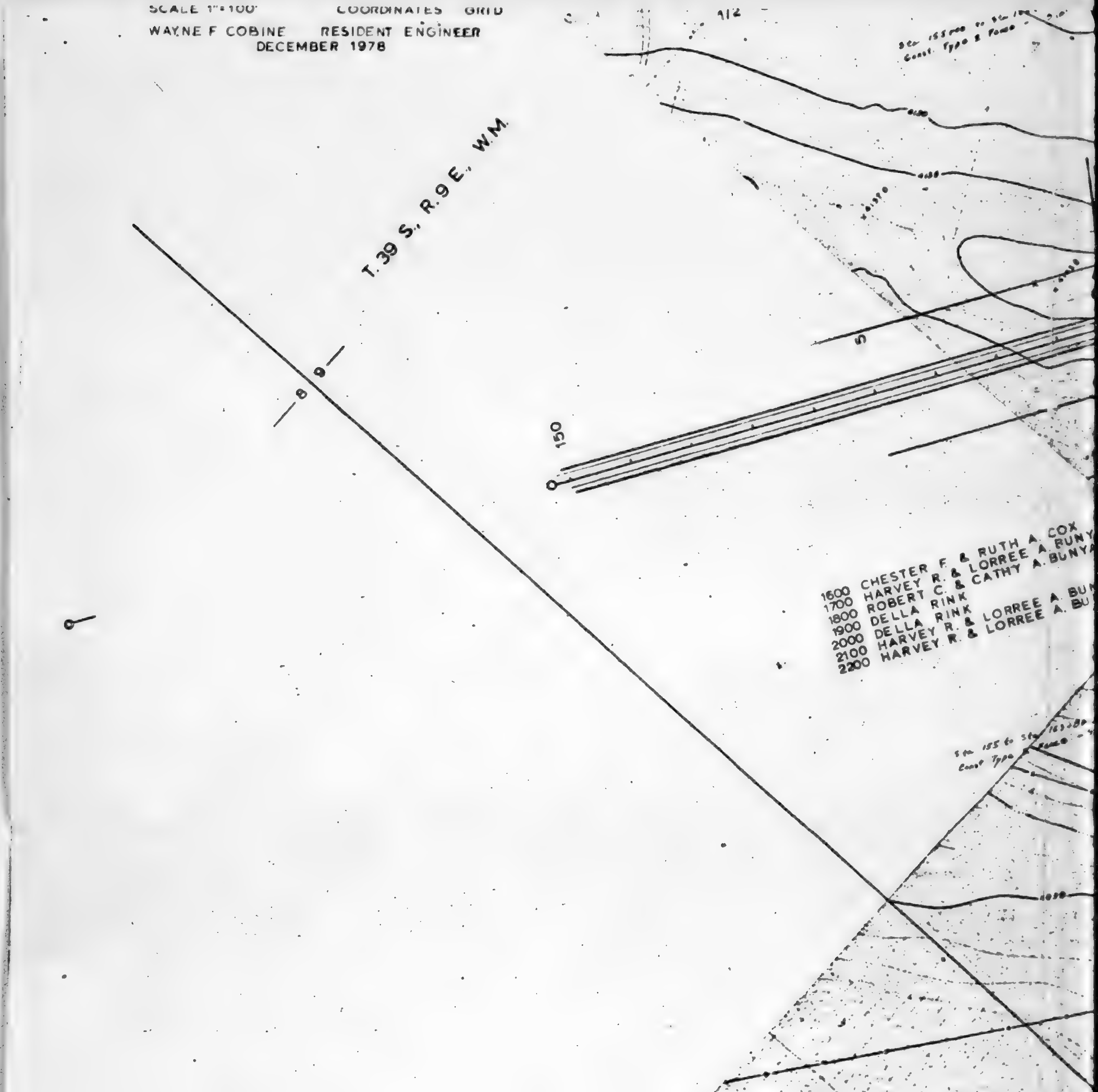

N 169,000
N 168,000
N 167,000
1460000
4°00' CL
TΔ 55°36'00"
Ts 1008.79'
Sp 500'
S 10°00'
a 0.80
W E S C O
237+83.29PT
232+83.29PCS
240
230

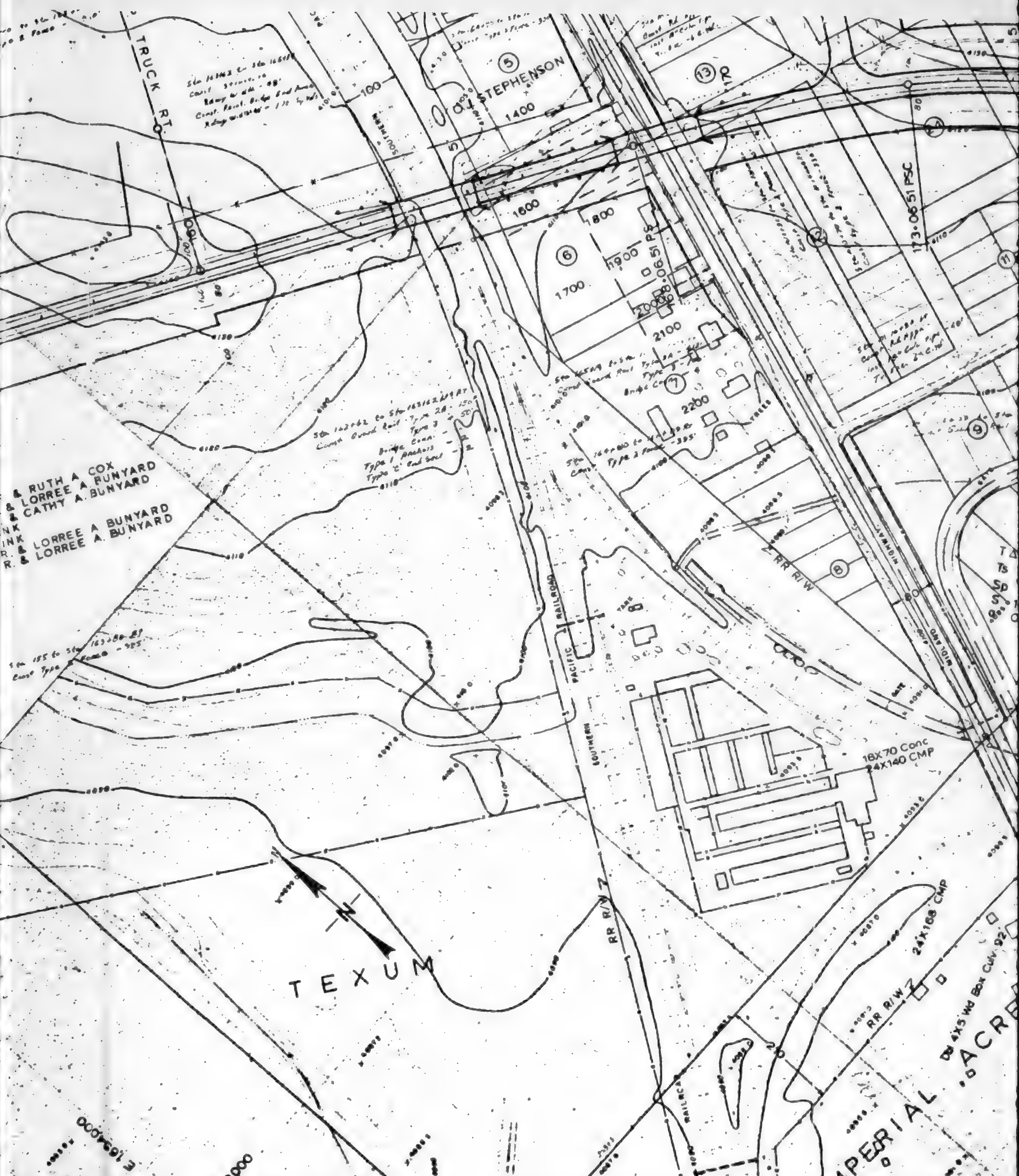
E 960,000
N 187,000
240
5

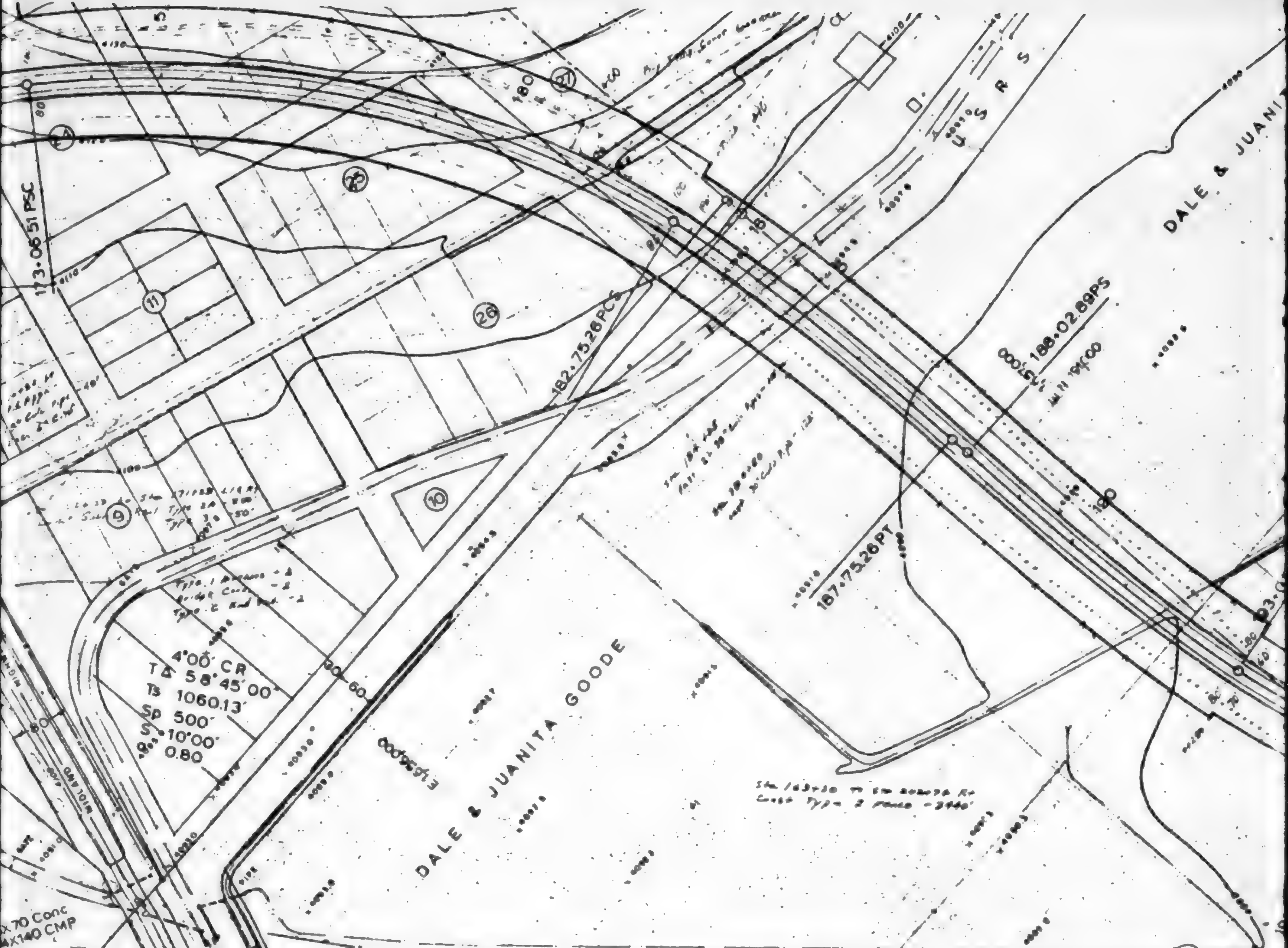
SCALE 1"=100'   COORDINATES GRID

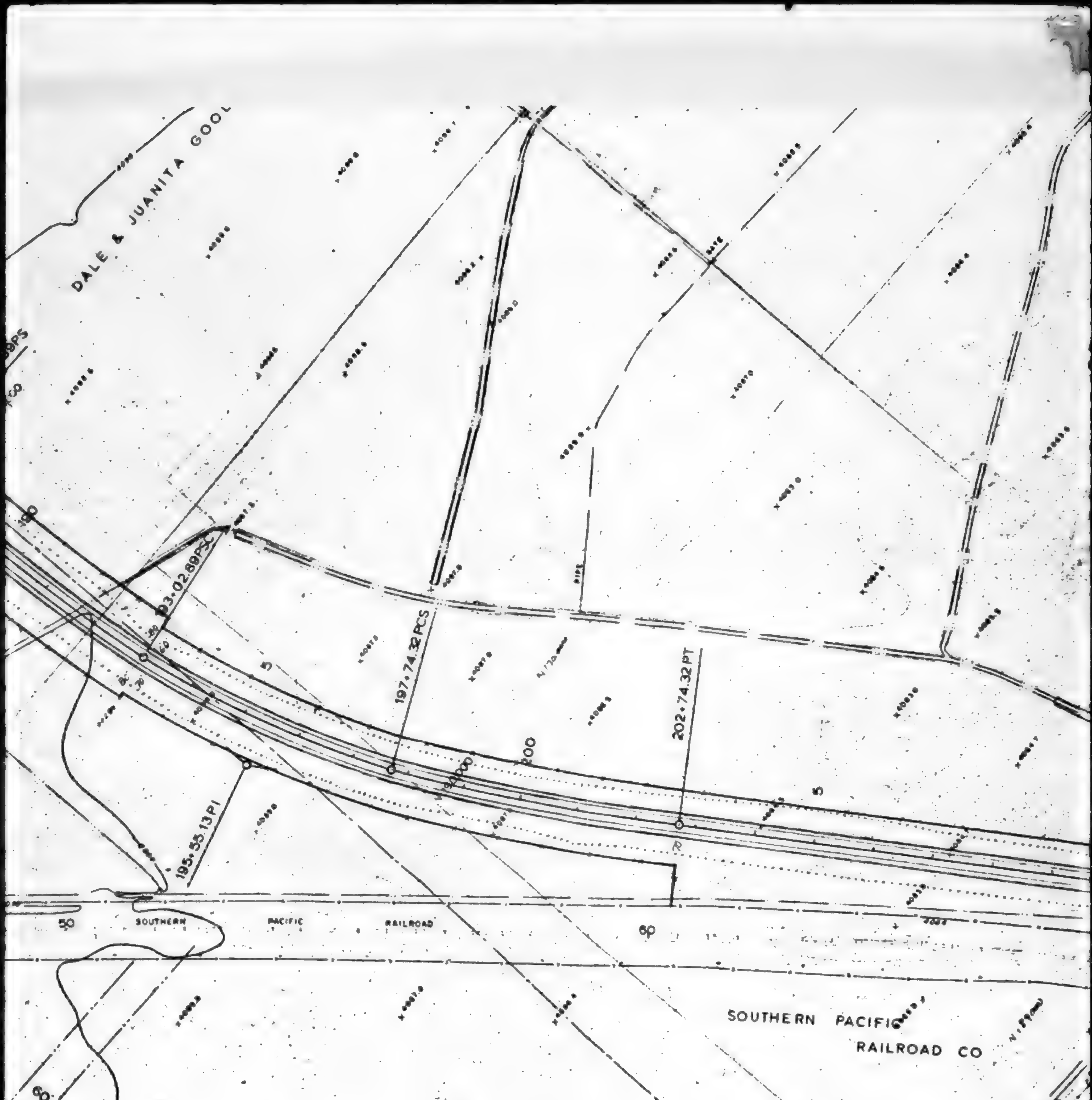
WAYNE F COBINE   RESIDENT ENGINEER

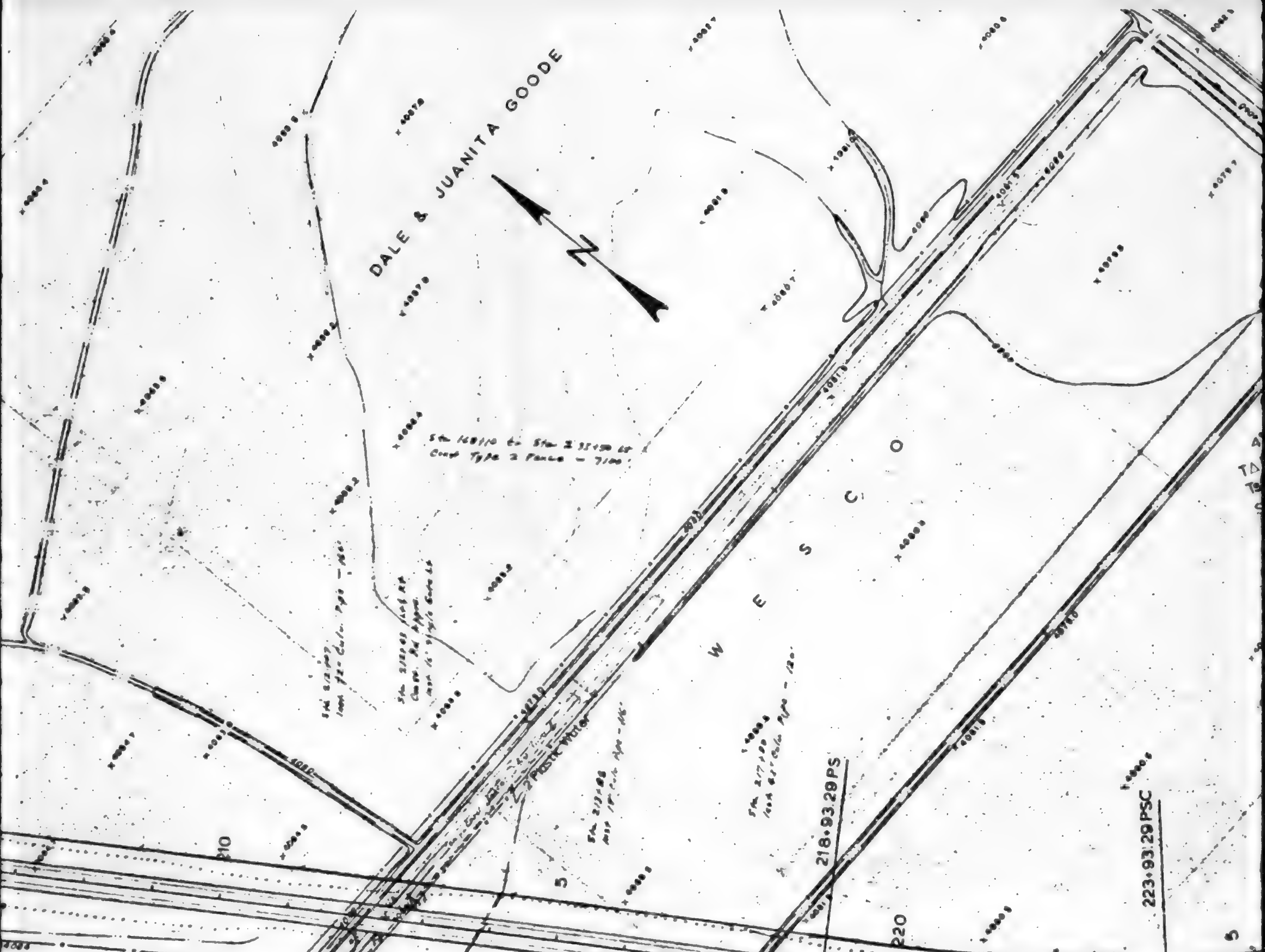
DECEMBER 1978


412
T. 39 S., R. 9 E., W.M.
8
9
150
5
1600 CHESTER F. & RUTH A. COX
1700 HARVEY R. & LORREE A. BUNY
1800 ROBERT C. & CATHY A. BUNYA
1900 DELLA RINK
2000 DELLA RINK
2100 HARVEY R. & LORREE A. BUN
2200 HARVEY R. & LORREE A. BU
Sta. 155 to Sta. 163+80
Const. Type
E 105,000

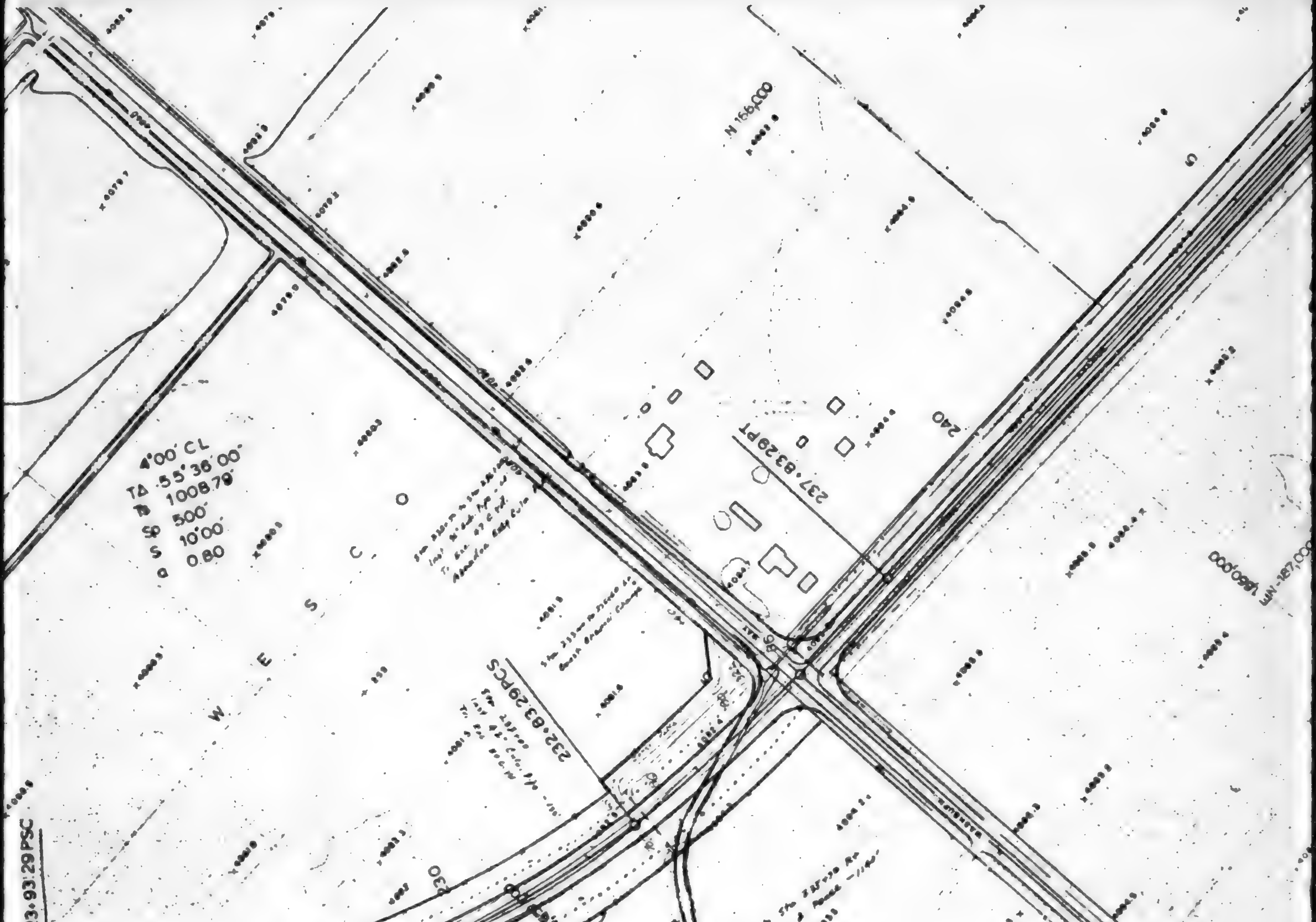

TRUCK RT.
100
⑤
O.J. STEPHENSON
1400
1600
1800
⑥
1700
1900
2000
2100
8+06.51 PS
⑦
2200
⑬ R
173+06.51 PSC
80
⑪
⑨
⑧
RR R/W
SOUTHERN
PACIFIC RAILROAD
SOUTHERN
& RUTH A. COX
& LORREE A. BUNYARD
& CATHY A. BUNYARD
LORREE A BUNYARD
LORREE A. BUNYARD
18X70 Conc
24X140 CMP
N
TEXUM
RR R/W
24X168 CMP
Dbl 4X5 Wd Box Culv. 92'
RR R/W
IMPERIAL ACRE
RAILROAD
E 103,000
N 192,000

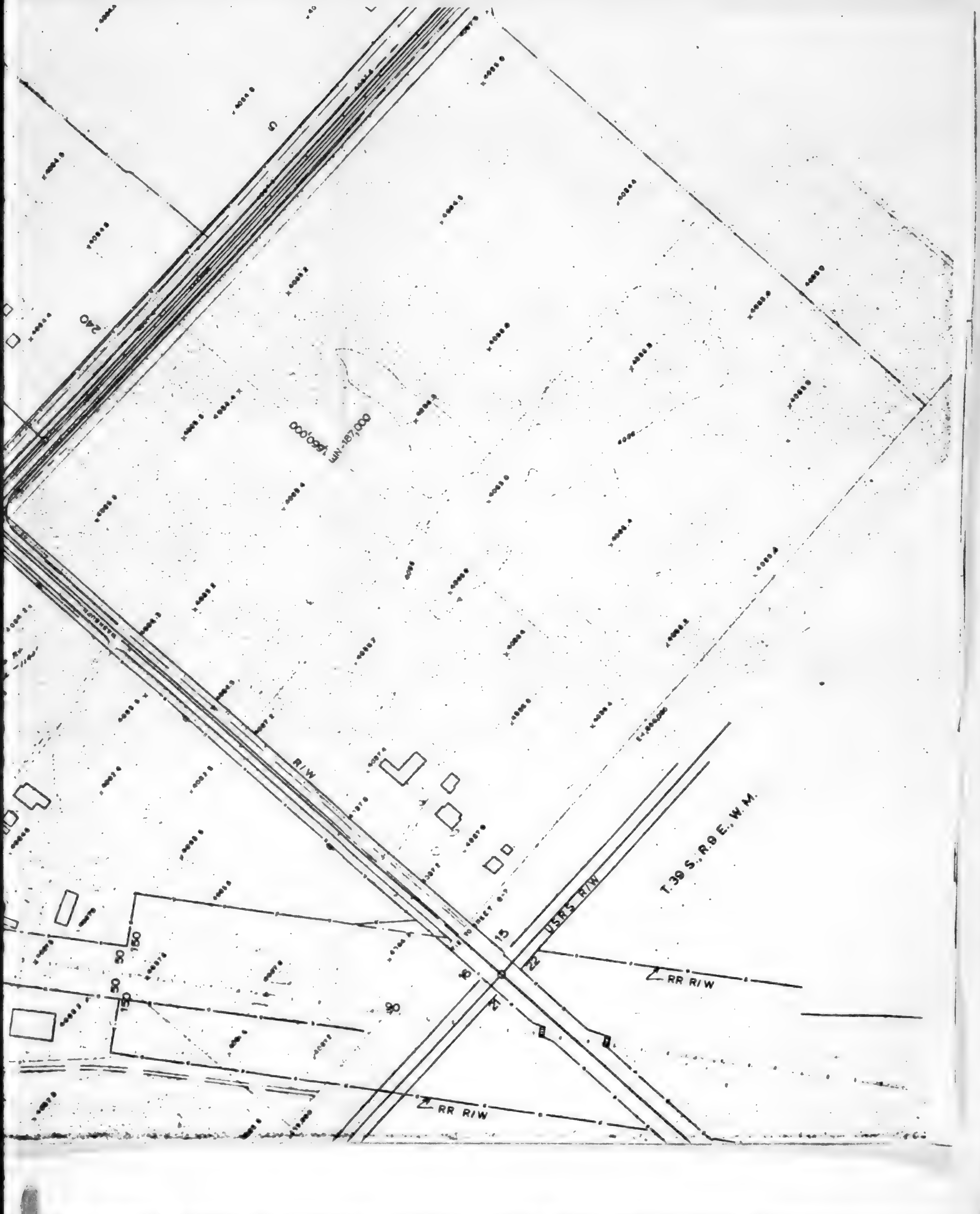

123+06.51 PSC
21
22
11
26
10
9
182+75.26 PCS
188+02.89PS
187+75.26PT
U S R S
DALE & JUANITA
DALE & JUANITA GOODE
E 1,650,000
4°00' CR
T Δ 58°45'00"
Ts 1060.13'
Sp 500'
S 10°00'
0.80
SOUTHERN PACIFIC RAILROAD
50
SOUTHERN
X70 Conc
X140 CMP
24X168 CMP
4X5 Wd Box Culv 92
2X100 CMP
RIAL ACRES
R R/W
County Road R/W of Record (Unoccupied)
E 1,660,000


DALE & JUANITA GOOL
190
193+02.69PSC
197+74.32PCS
202+74.32PT
195+55.13PI
200
5
5
50
SOUTHERN PACIFIC RAILROAD
60
SOUTHERN PACIFIC RAILROAD CO
N 189,000
E 1,652,000
E 1,656,000
16

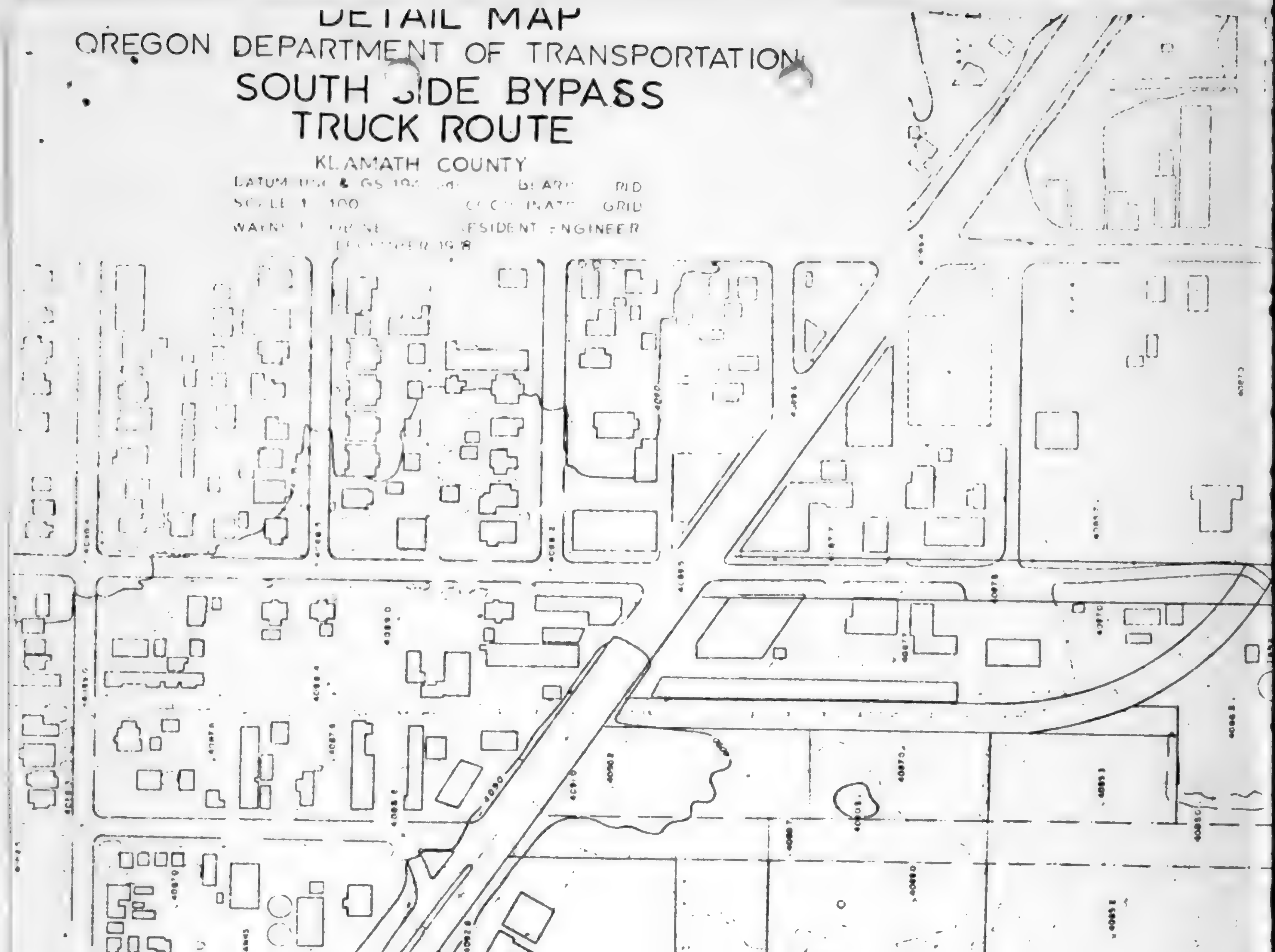


DALE & JUANITA GOODE
N
WESCO
Sta 168+10 to Sta 235+50 Lt
Const Type 2 Fence – 7100'
3" Plastic Water
218+93.29PS
223+93.29PSC
310
220
5
70
EO
AD CO
42X55'CMP
15X28'CMP
24'X35'CMP
RR R/W


4°00' CL
TΔ 55°36'00"
T 1008.79'
Sp 500'
S 10°00'
a 0.80
W E S C O
223+93.29 PSC
232+83.29 PCS
237+83.29 PT
N 166,000
UN 187,000
1860,000
240
230
R/W
RR MP 552
229+02.08 PI
24"X 20' CMP
24"X 41' CMP
15"X 28' CMP
42' Bd Pile Trestle
SOUTHERN
RAILROAD
50
150
50
150



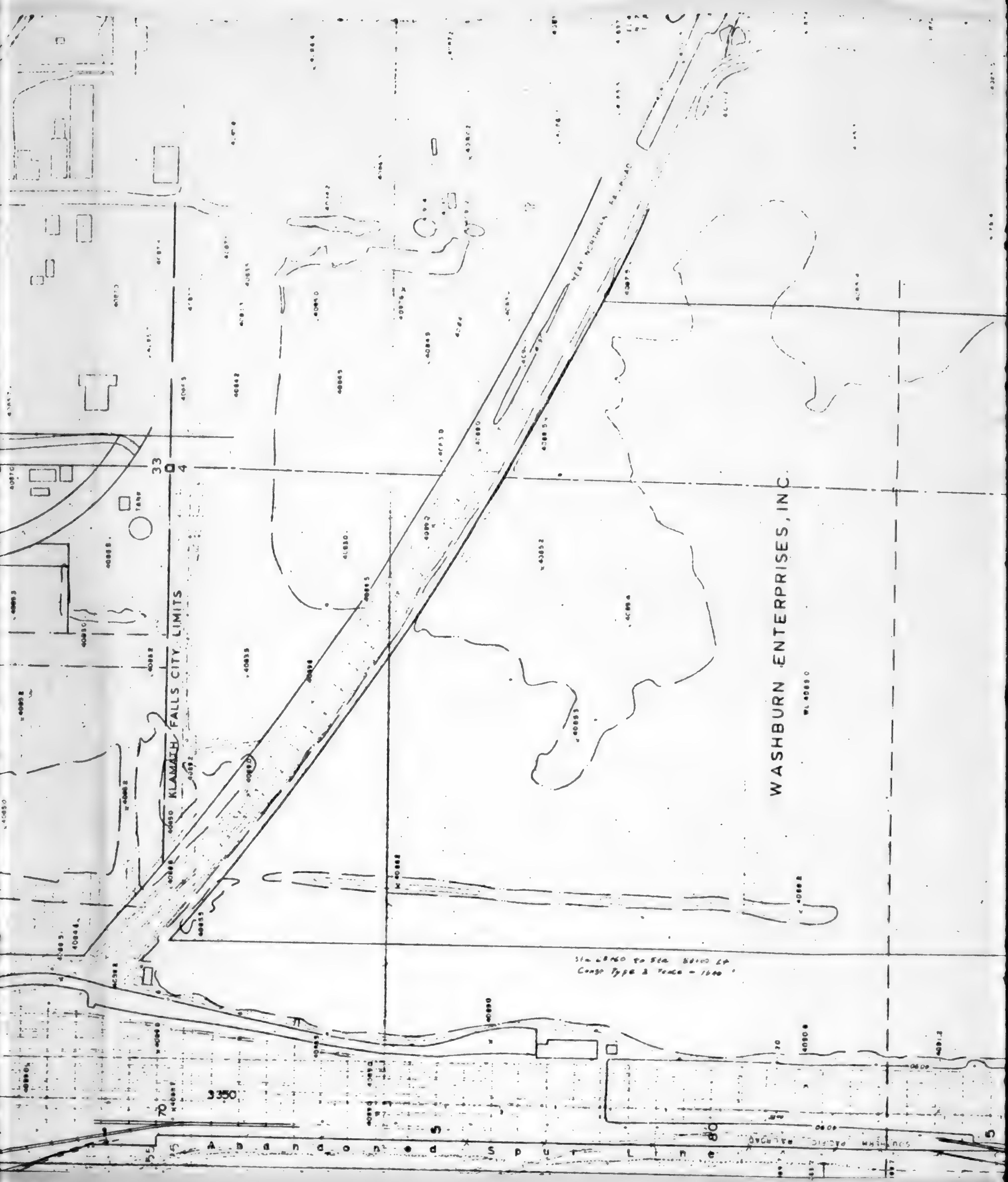
240
N-187,000
1,660,000
R/W
T. 39 S., R. 9 E. W. M.
USRS R/W
15
22
16
21
RR R/W
RR R/W
90
150
50

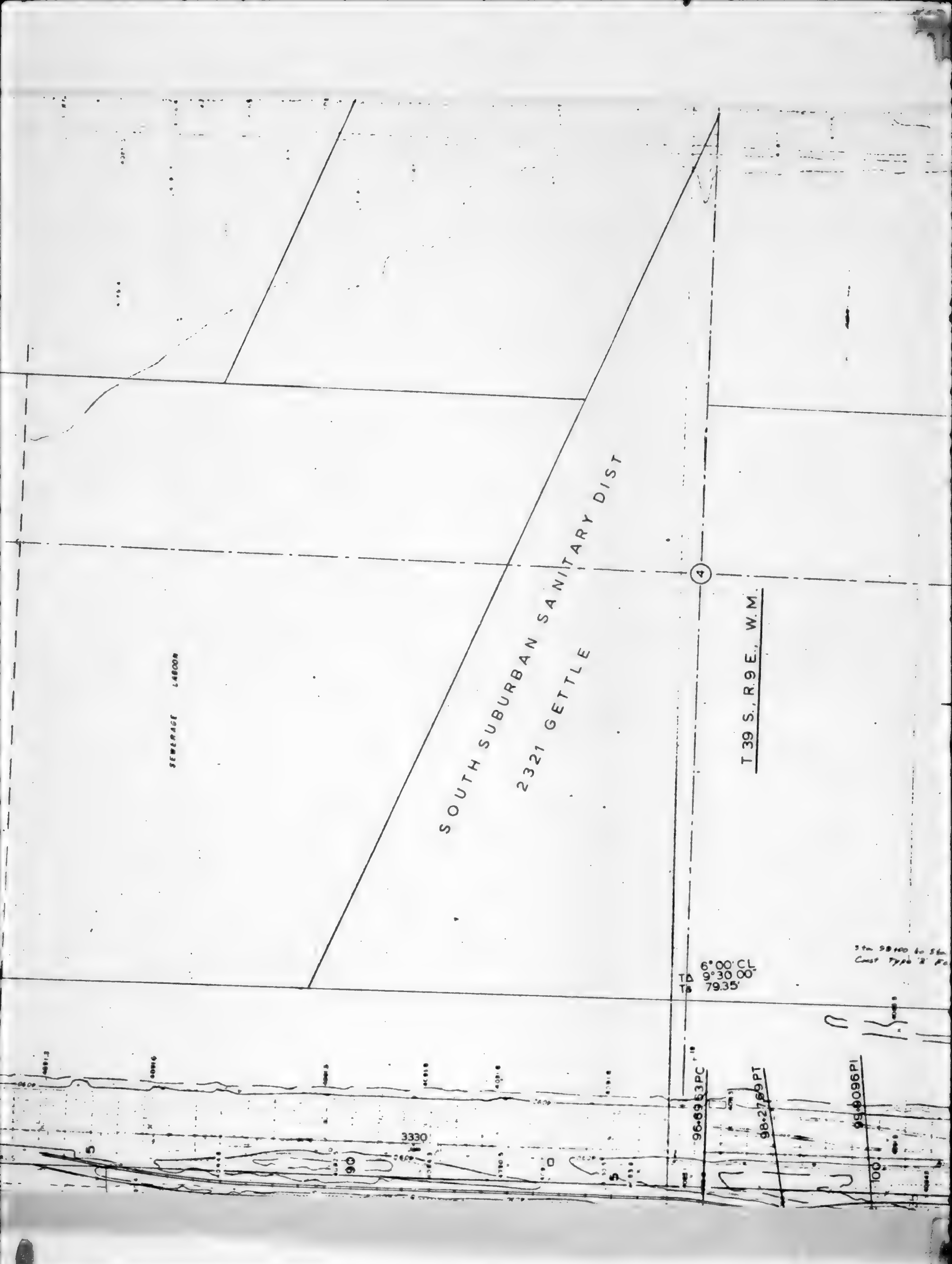


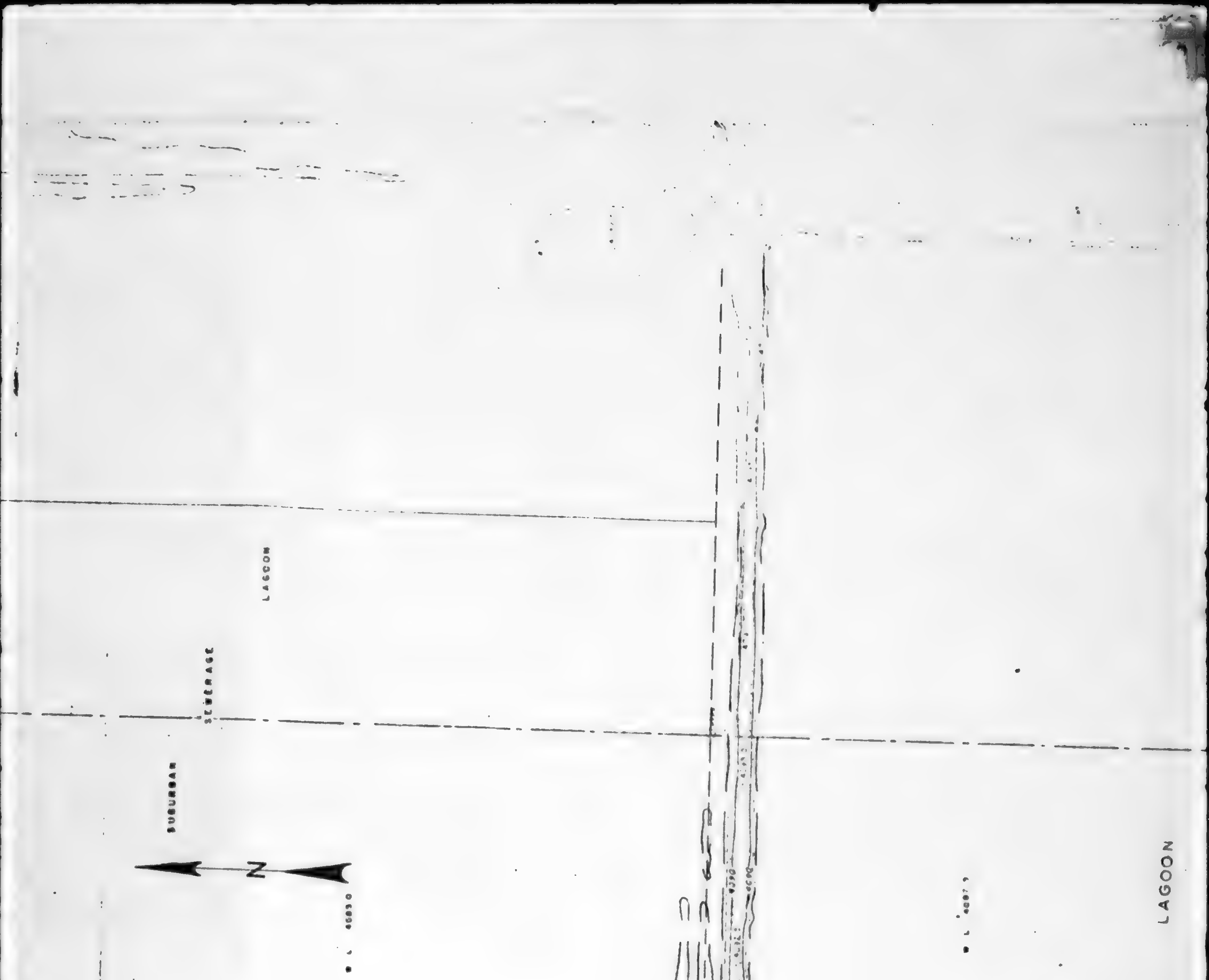
DETAIL MAP
OREGON DEPARTMENT OF TRANSPORTATION
SOUTH SIDE BYPASS
TRUCK ROUTE

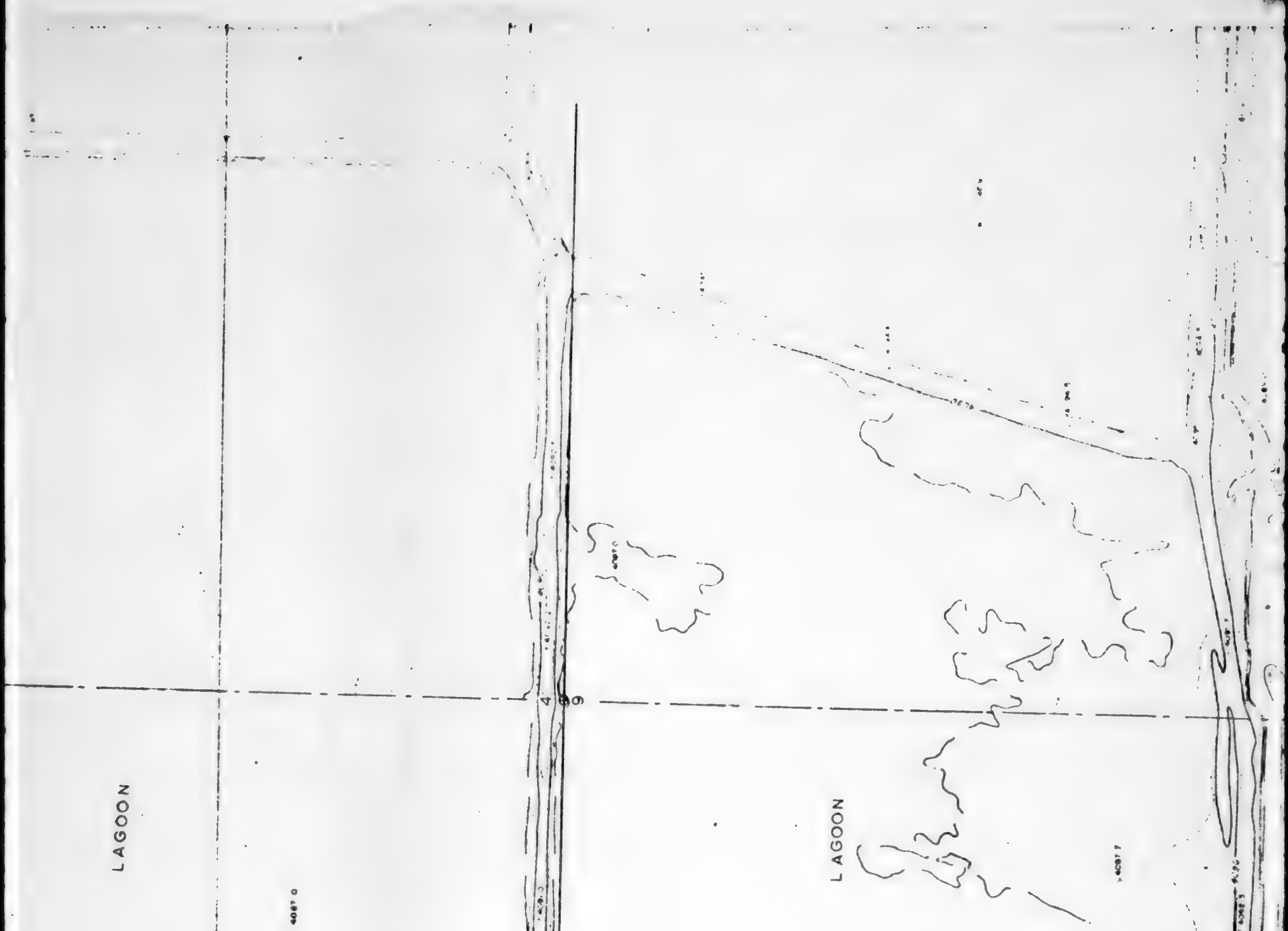
KLAMATH COUNTY
DATUM USC & GS 19[illegible] BEARING GRID
SCALE 1" = 100' COORDINATE GRID
WAYNE [illegible] RESIDENT ENGINEER
[illegible] 1978

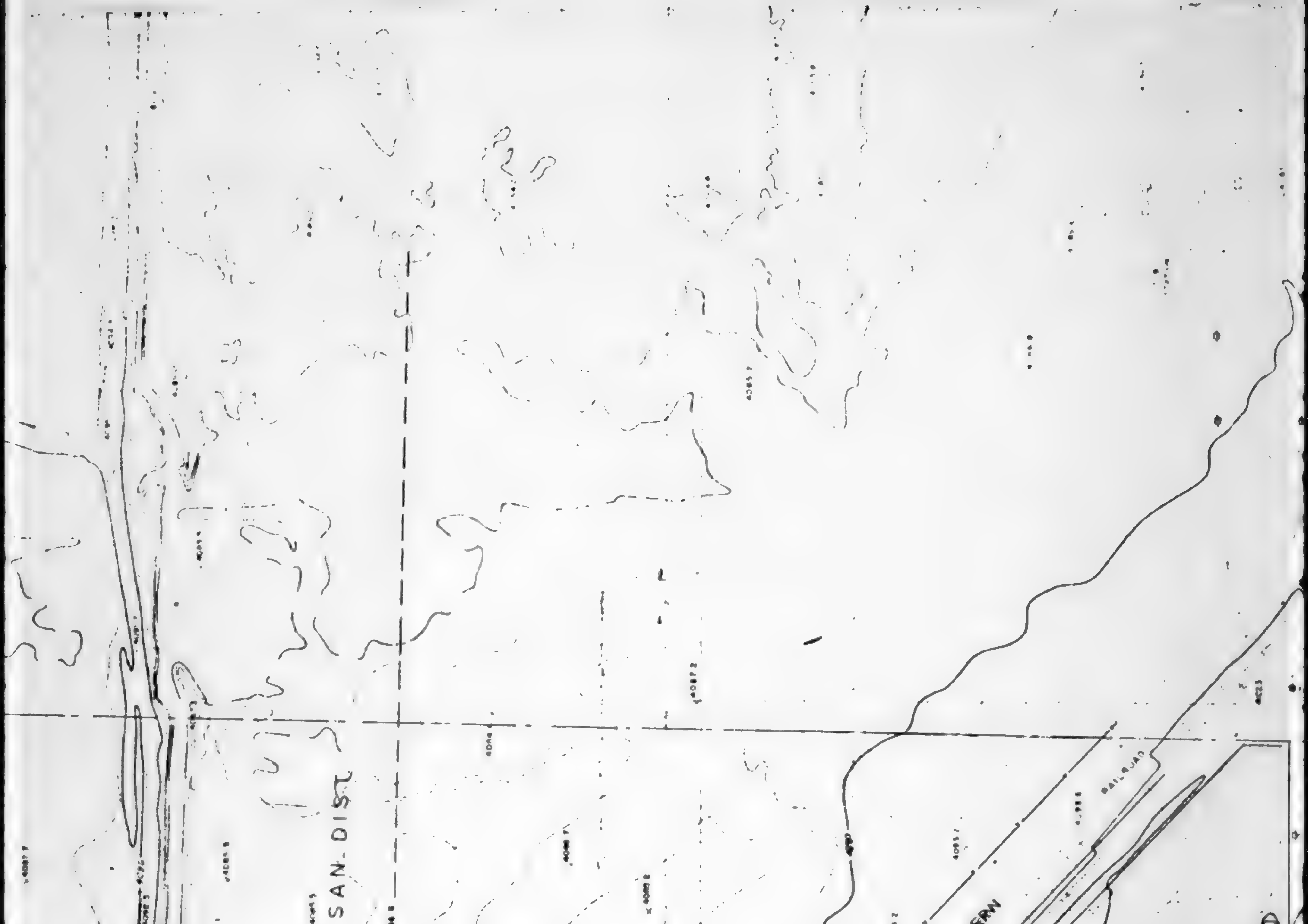
TANKS
4090
6A6109P1

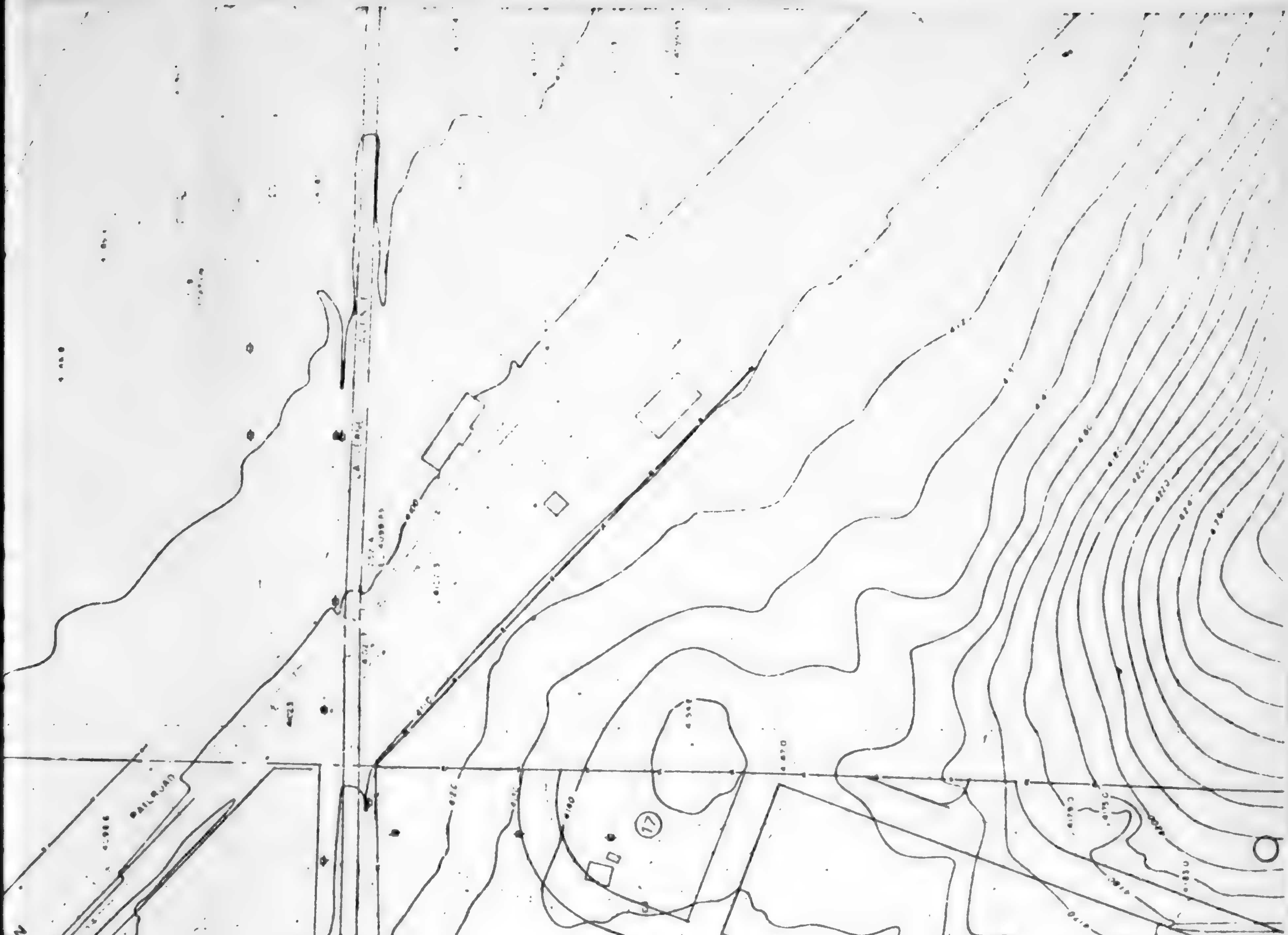

GREAT NORTHERN RAILROAD
33
4
TANK
KLAMATH FALLS CITY LIMITS
WASHBURN ENTERPRISES, INC
Sta 68+60 to Sta 86+00 Lt
Const Type 2 Fence - 1640'
3350
70
75
80
5
Abandoned Spur Line
0600

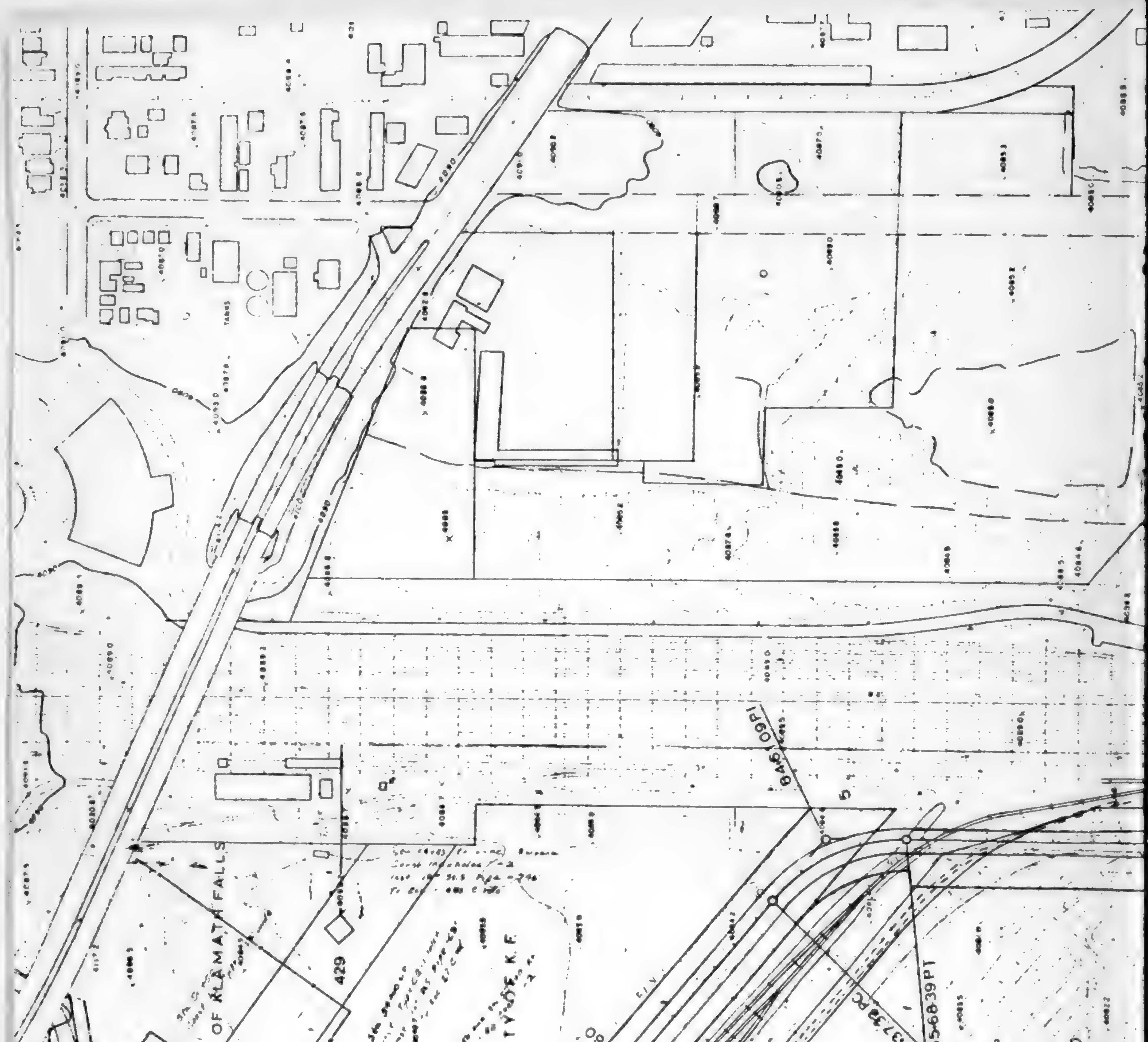

SOUTH SUBURBAN SANITARY DIST
2321 GETTLE
SEWERAGE LAGOON
4
T 39 S., R 9 E., W.M.
6°00' CL
TΔ 9°30 00"
TS 79.35'
Sta 98+00 to Sta
Const Type 'B' Fe
96+89.53PC
98+27.69PT
99+00.96PI
3330
5
90
0
5
100

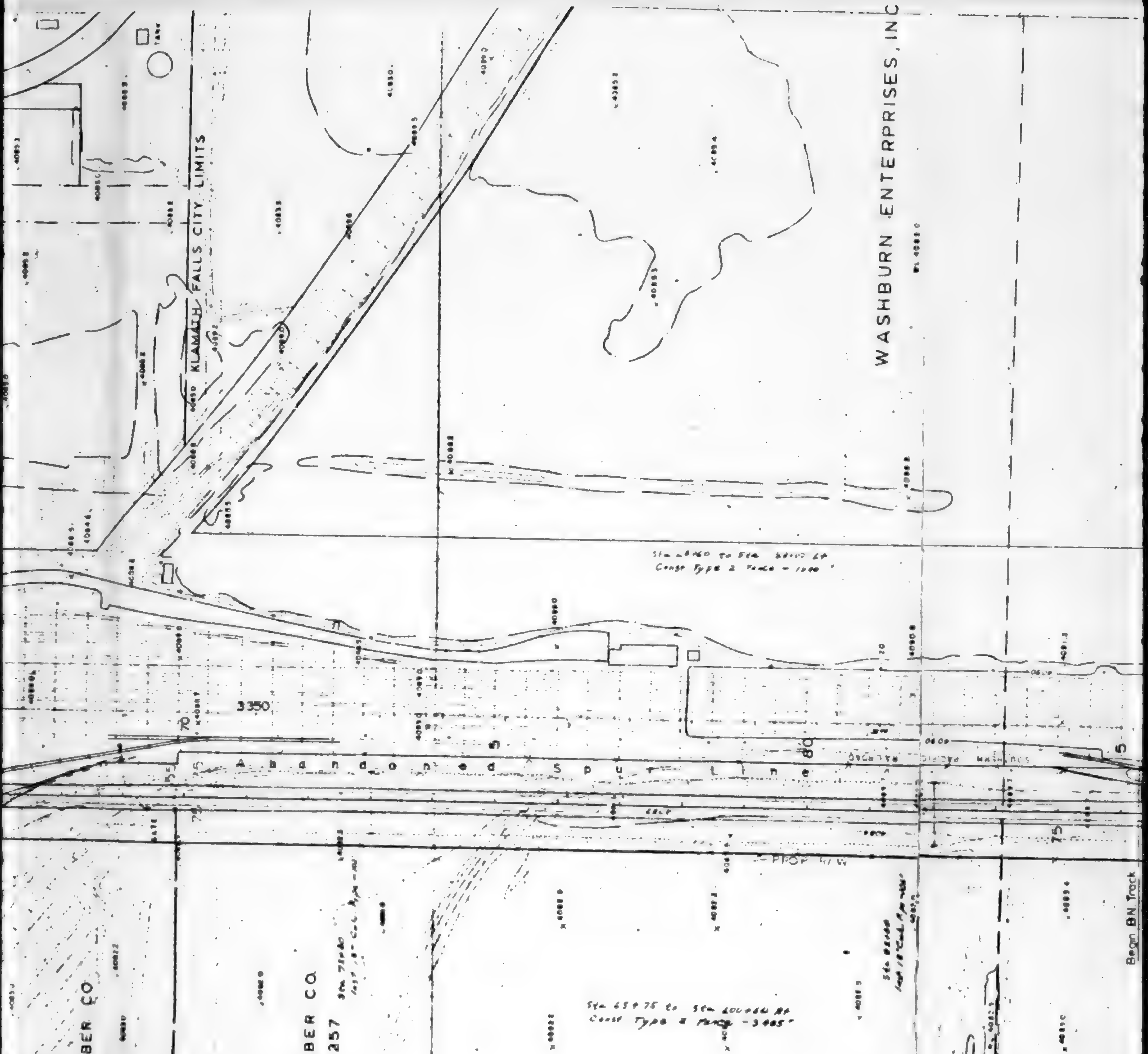

SUBURBAN
SEWERAGE
LAGOON
SEWAGE
LAGOON
N
Sta 98+00 to Sta 111+50 Lt
Const Type '2' Fence - 130'
SPRR R/W
36"X100' CMP
36"X100' CMP
BM
99+0096PI
100
110
3310
RAILROAD
SOUTHERN

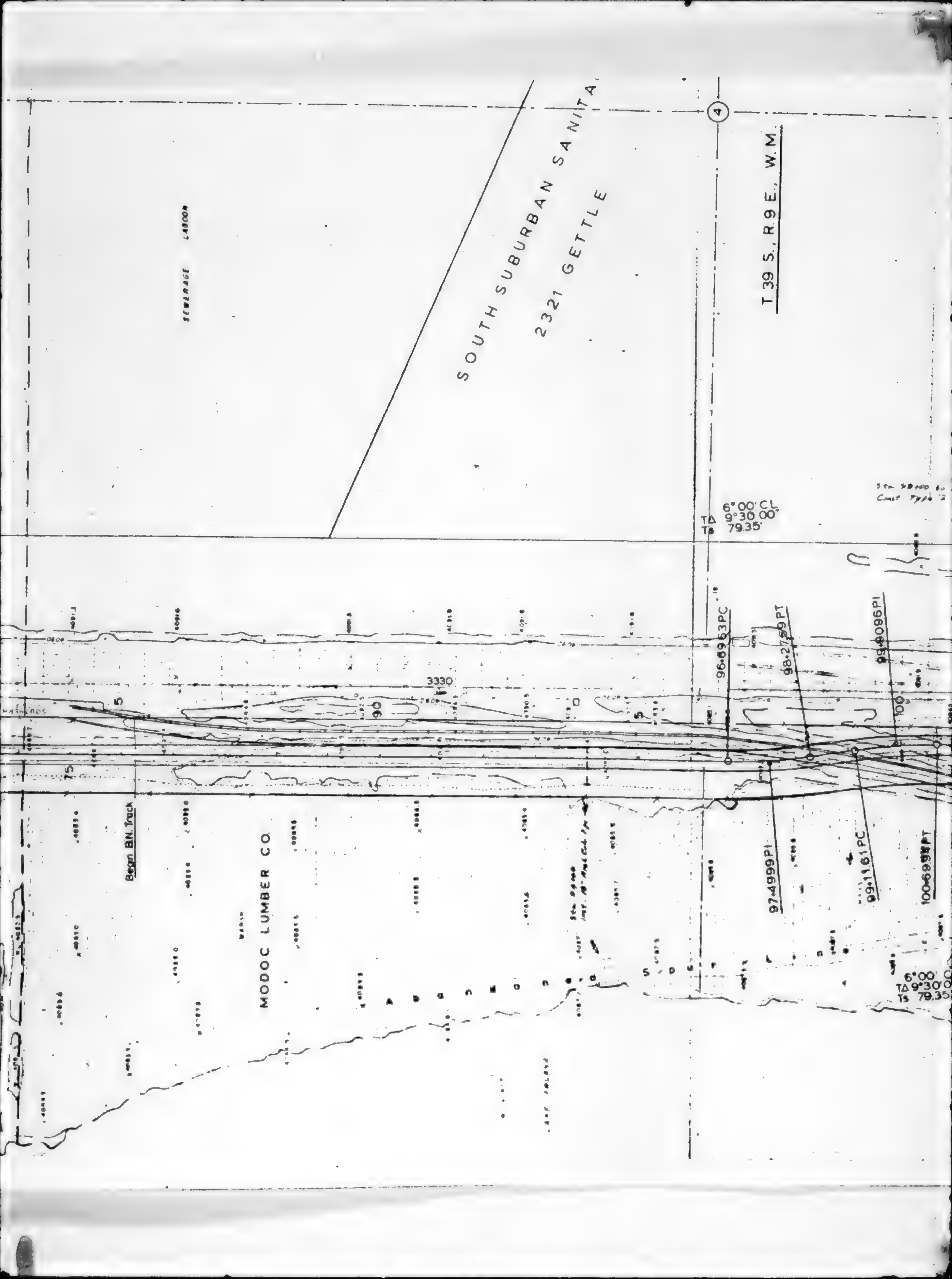

LAGOON
W.L. 4087.0
SEWAGE
LAGOON
W.L. 4087.0
Sta 116+50 to Sta 144+00 Lt
Const Type 2 Fence = 2750'
Sta 129+00 Lt
Const Rd Appr
Inst 18" Culv Pipe - 63'
Inst 16' [illegible] Gate
4
9
120
5
130
16" Steel
4090
4080

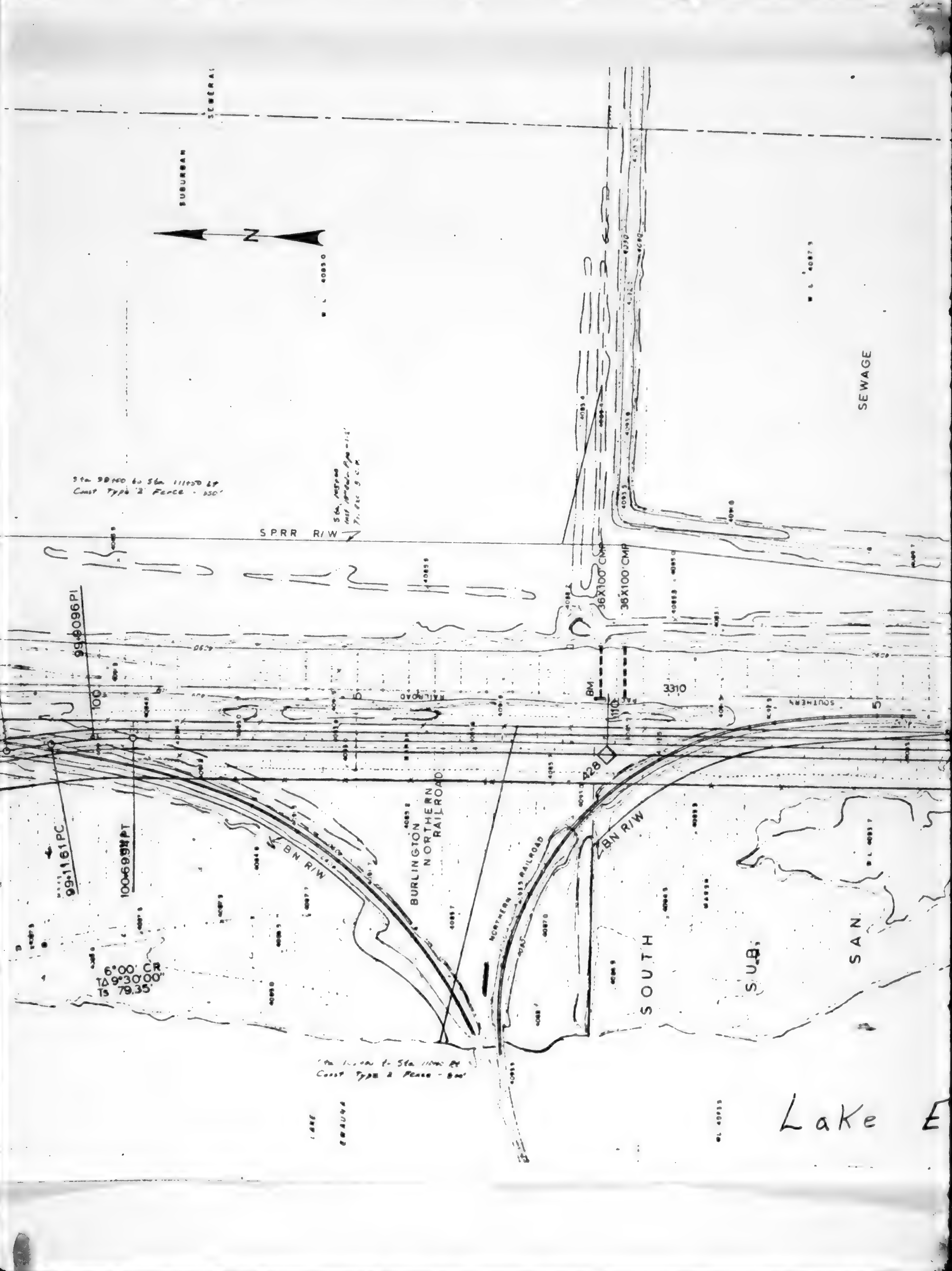

SOUTH SUB. SAN. DIST.
BURLINGTON NORTHERN
RAILROAD
Pumping Station
(Drain Water)
Steel
16"
FEED YARD ROAD
3280
10
5
0

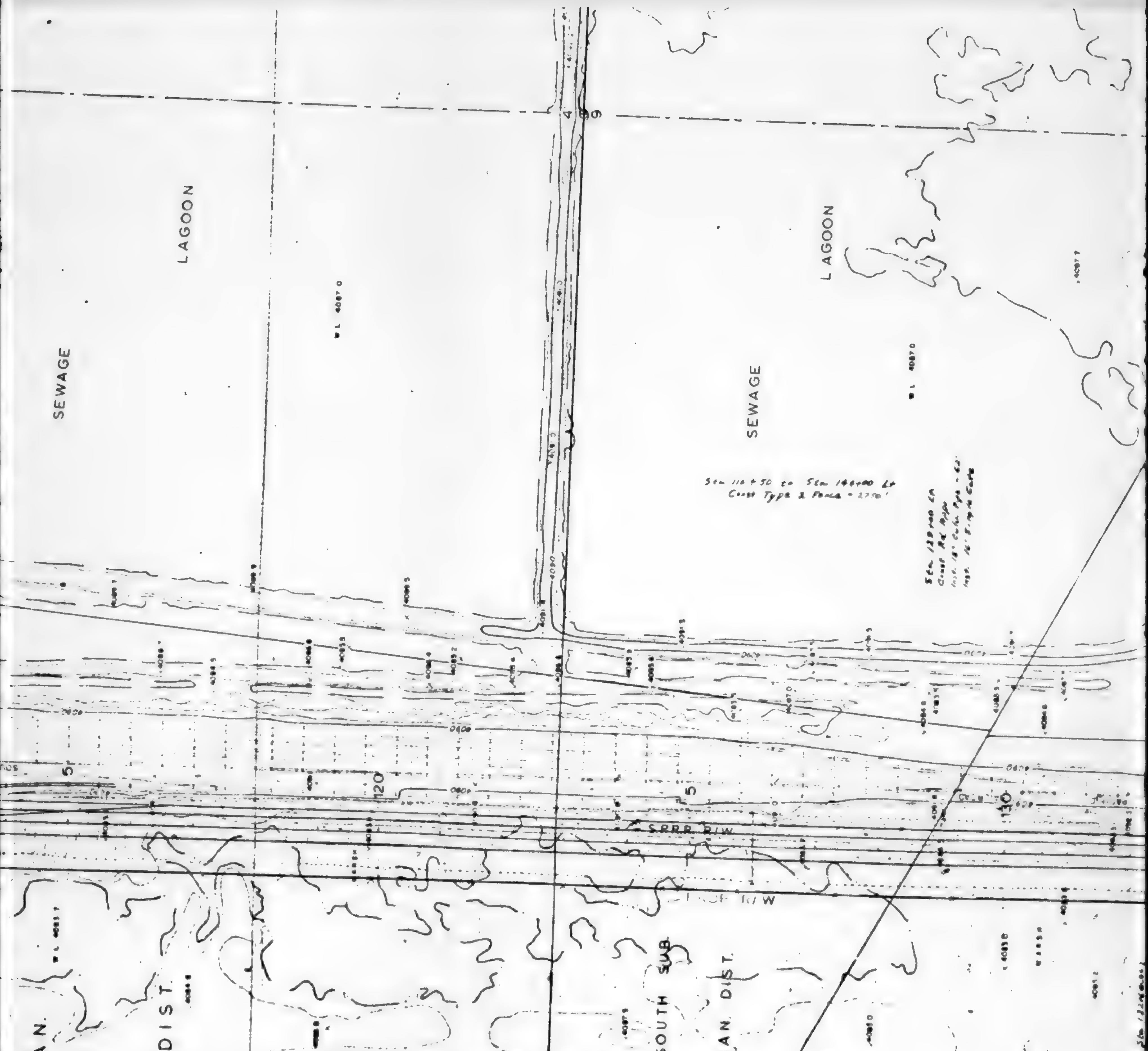

RAILROAD
RN
GATE
MIDLAND
HIGHWAY
CTC
FEED
YARD
151+27.59 PI
1
2
3
4
5
14
15
16
17
18
19
5

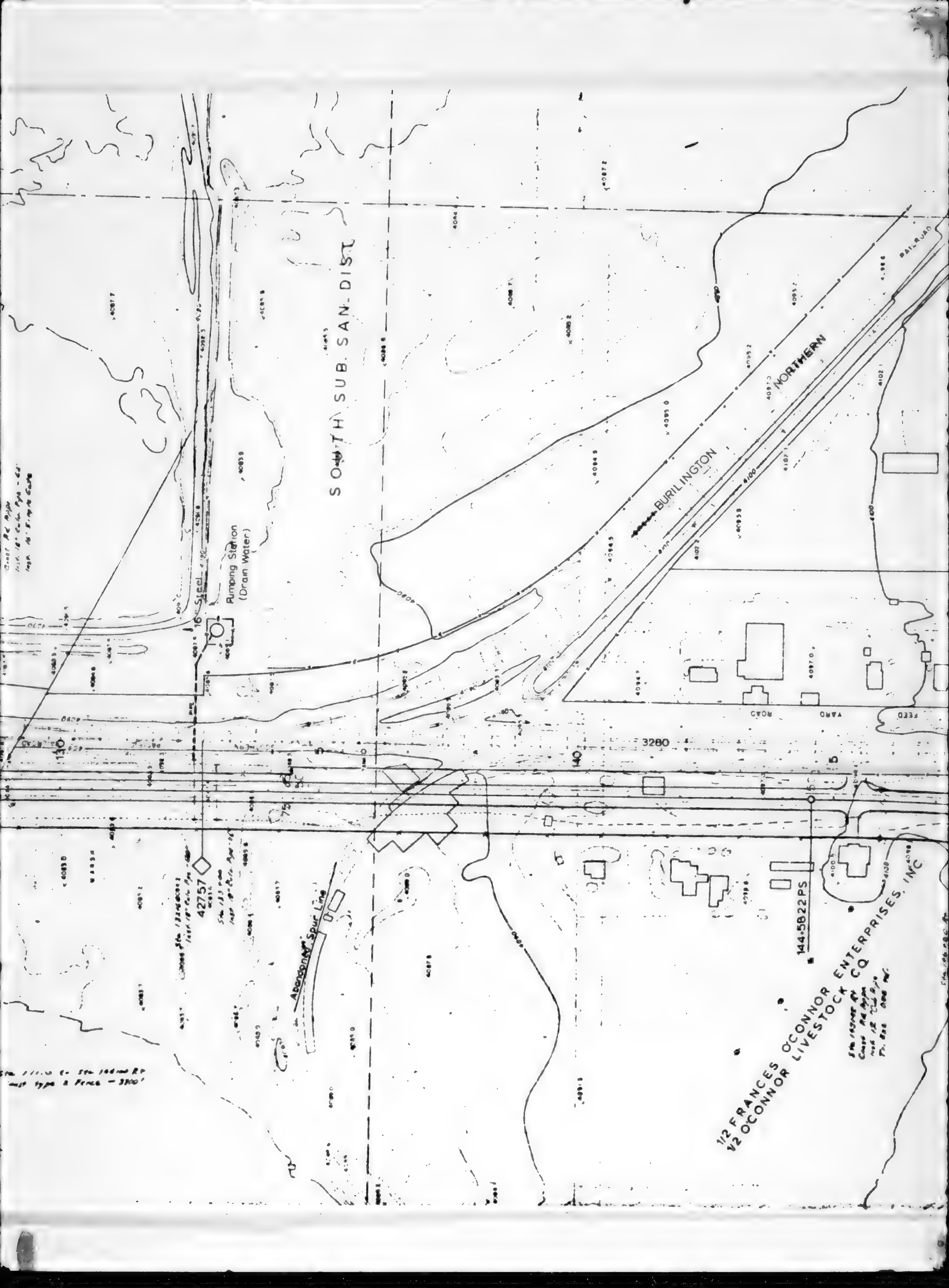

HANS JUCKLAND
CITY OF KLAMATH FALLS
CITY OF K.F.
429
50
60
5
5
53+23.38 PC
57+09.74 PT
22°00' CL
TΔ 85°00'00
TS 238.65
64+61.09 PI
63+37.38 PC
65+68.39 PT
22°00' CR
TΔ 30°50'00
TS 123.76
S.P. Co.
S.P.
MODOC LUMBER CO.


KLAMATH FALLS CITY LIMITS
WASHBURN ENTERPRISES, INC
Sta 68+60 to Sta 88+03 Lt
Const Type 2 Fence - 1640'
3350
70
75
80
5
20
Abandoned Spur Line
PROP R/W
75
Begin BN Track
Sta 65+75 to Sta 100+50 Rt
Const Type 2 Fence - 3405'
MODOC LUMBER CO
MODOC LUMBER CO.
P.O.BOX 257
00.00 CR
50.00
23.76

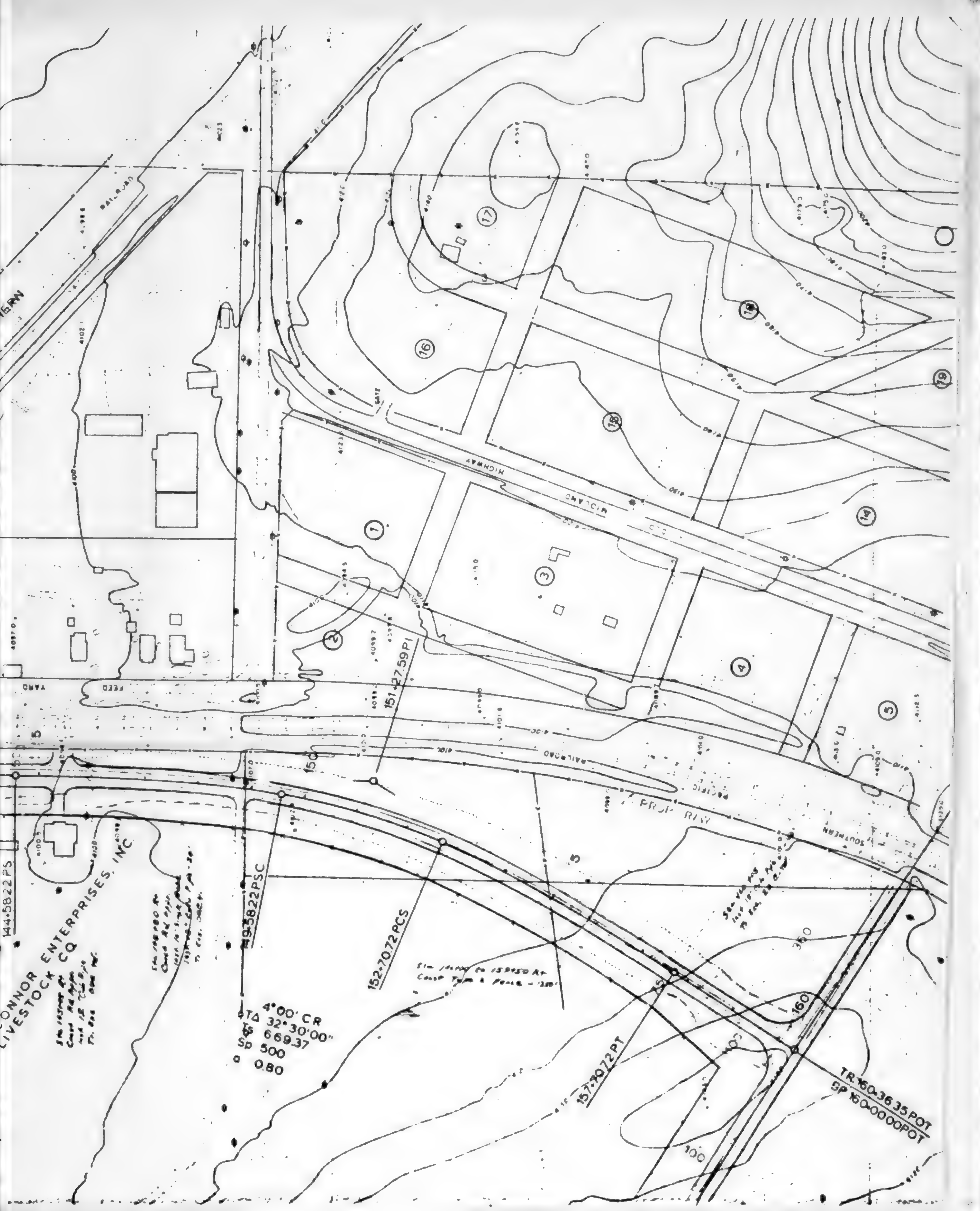

SOUTH SUBURBAN SANITA
2321 GETTLE
T.39 S., R.9 E., W.M.
4
SEWERAGE LAGOON
TΔ 6°00' CL
9°30'00"
TS 79.35'
3330
90
100
75
5
96+69.53PC
98+27.59PT
99+80.96PI
97+49.99PI
99+11.61PC
100+69.97PT
Begin B.N. Track
MODOC LUMBER CO.
6°00'
TΔ 9°30'0
TS 79.35

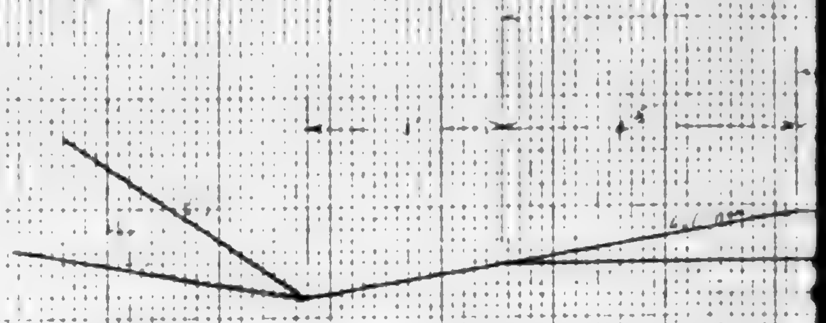

SEWERAGE
SUBURBAN
N
SEWAGE
Sta 98+00 to Sta 111+50 Lt
Const Type '2' Fence - 850'
SPRR R/W
99+0096PI
100
99+11.61PC
100+69.92PT
6°00' CR
T∆ 9°30'00"
Ts 79.35'
BN R/W
BURLINGTON
NORTHERN
RAILROAD
NORTHERN RAILROAD
36X100' CMP
36X100' CMP
BM
110
3310
428
RAILROAD
SOUTHERN
BN R/W
SOUTH
SUB.
SAN
Const Type 2 Fence
LAKE
Lake E


SEWAGE LAGOON
SEWAGE LAGOON
W.L. 4087.0
W.L. 4087.0
Sta 110+50 to Sta 140+00 Lt
Const Type 2 Fence - 2750'
Sta 129+00 Lt
Const Rd Appr
Inst. 18" Corr. Pipe - 62'
Inst. 16' Simple Curb
4
9
120
5
130
SPRR R/W
R/W
SAN. DIST.
SOUTH SUB.
SAN. DIST.
Sta 126+00
Inst 18" Corr. Pipe - 44'
Sta 110+50 to Sta 140+00 Rt
Const Type 2 Fence - 3300'
Lake Ewauna



SOUTH SUB. SAN. DIST.
BURLINGTON
NORTHERN
RAILROAD
Pumping Station (Drain Water)
16" Steel
ROAD
YARD
FEED
3280
130
40
15
75
427.57
144.5822 PS
Abandoned Spur Line
1/2 FRANCES O'CONNOR ENTERPRISES, INC
1/2 O'CONNOR LIVESTOCK CO

RAILROAD
HIGHWAY
MIDLAND
GATE
FEED
YARD
RAILROAD
PACIFIC
SOUTHERN
PROP R/W
17
16
18
14
19
1
2
3
4
5
15
150
151+27.59 PI
144+58.22 PS
149+58.22 PSC
152+70.72 PCS
157+70.72 PT
CONNOR ENTERPRISES, INC.
LIVESTOCK CO.
4°00' CR
Δ 32°30'00"
Ts 669.37
Sp 500
a 0.80
TR 160+36.35 POT
SP 160+00.00 POT
160
350
100

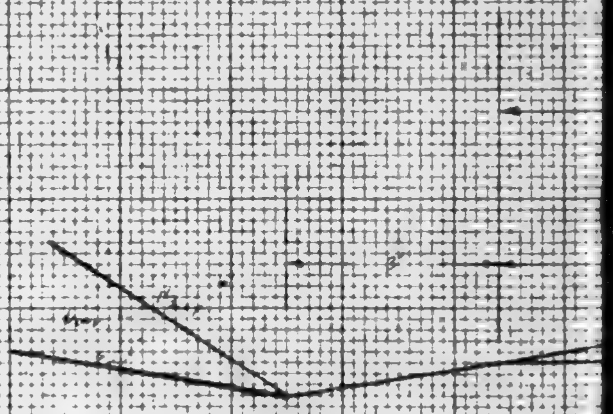


Profile

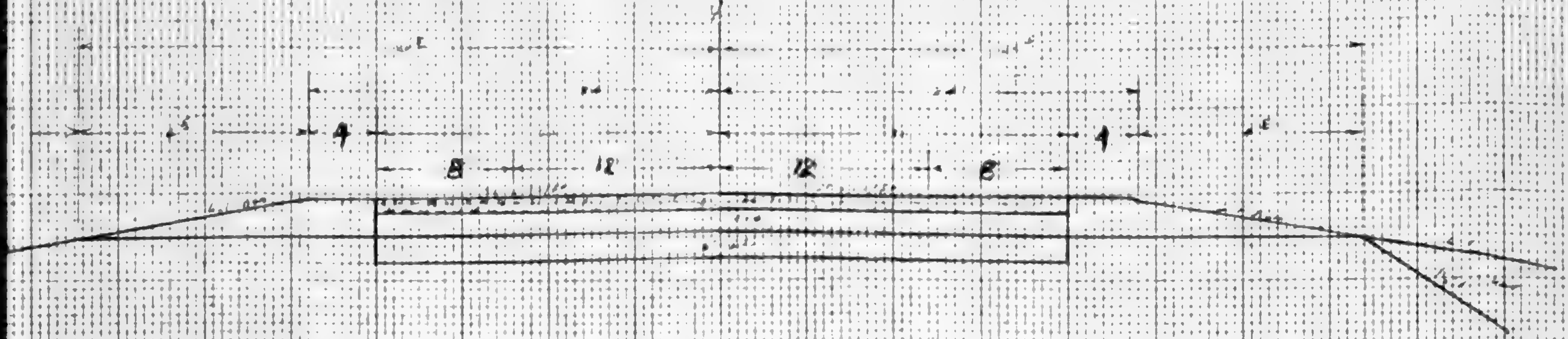
Southside Bypass

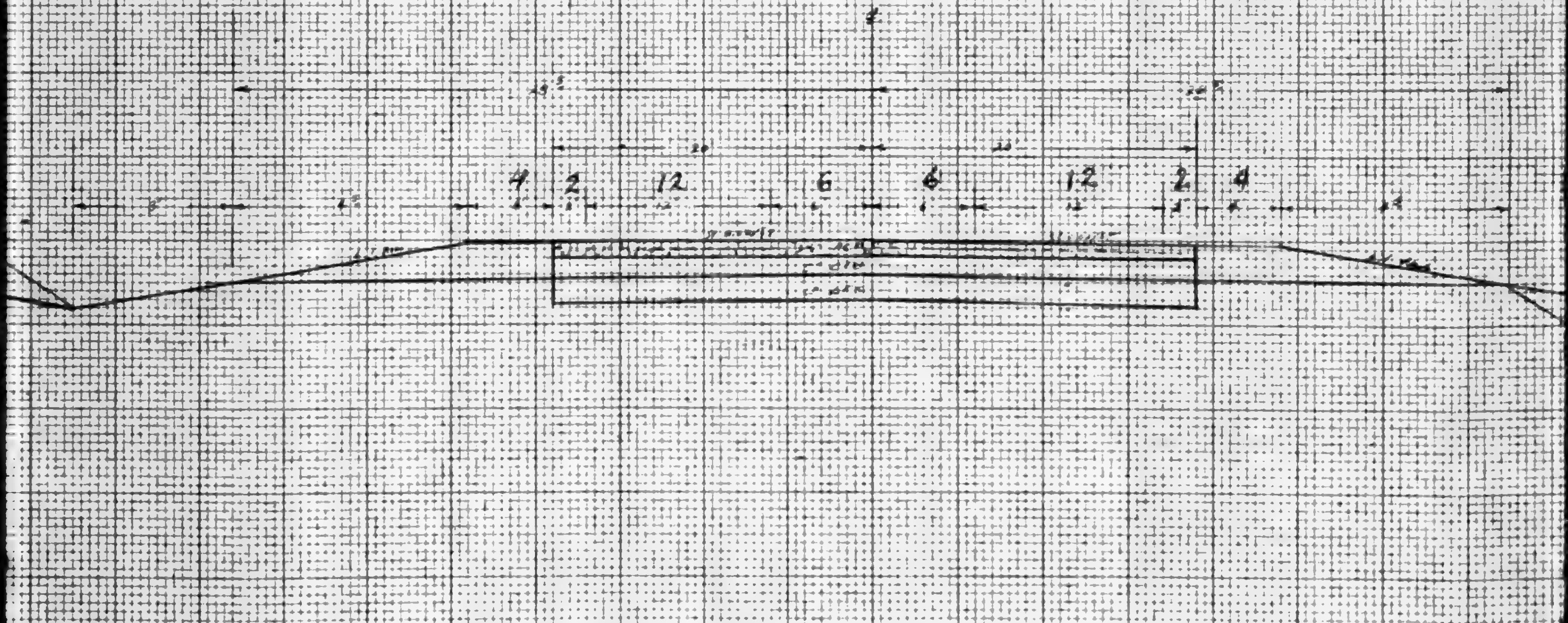
FAS B 319

Klamath County

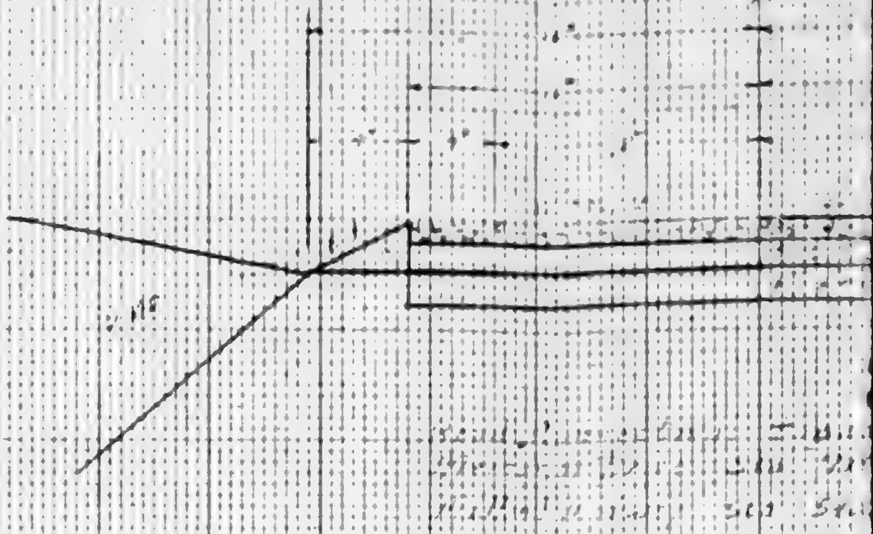


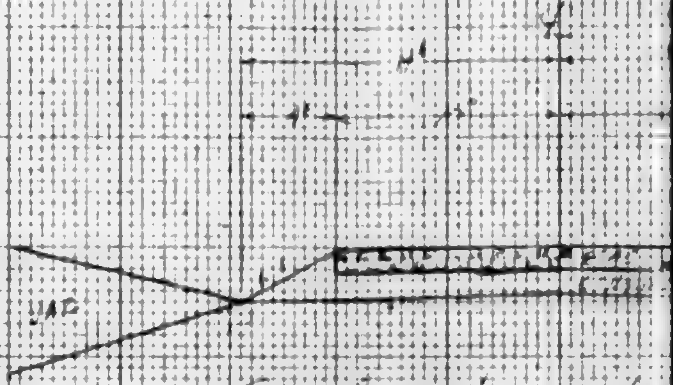
K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.



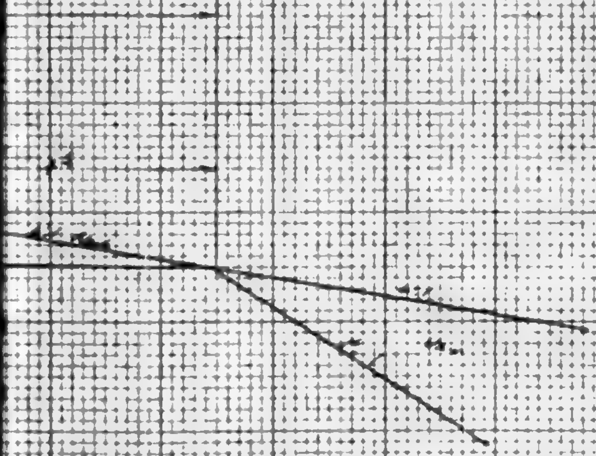

4
2
12
6
6
12
2
4

K·E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.
MADE IN U.S.A.

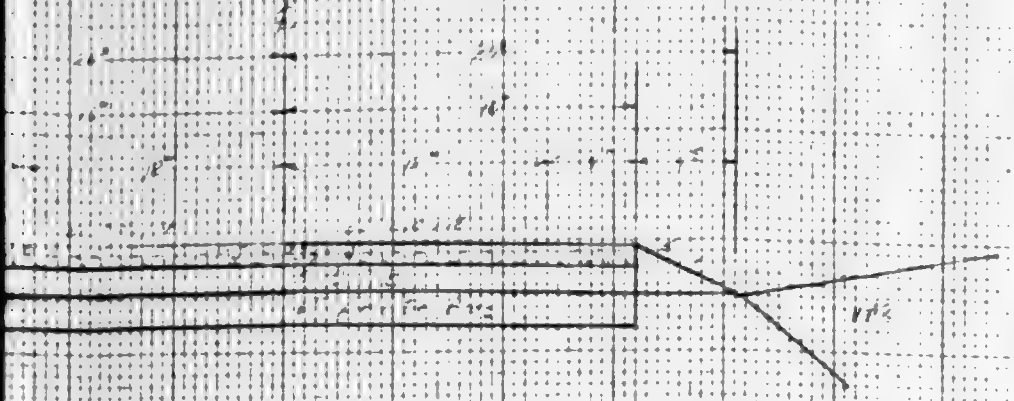




Esac Typnar-b-s



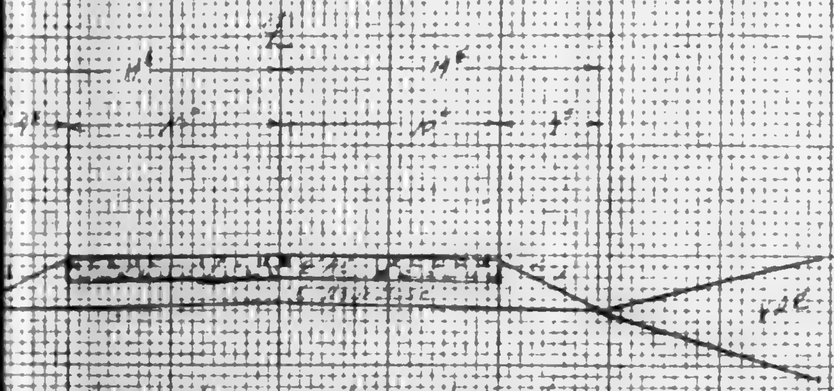
[illegible]



[illegible] Typical

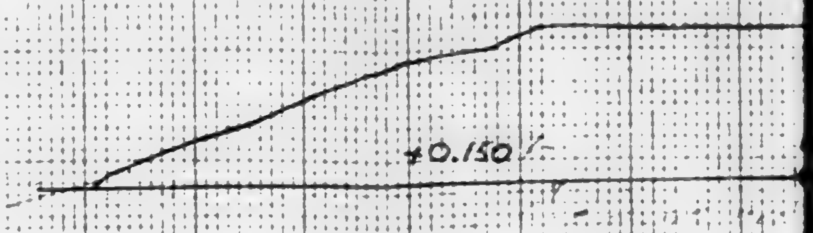
[illegible] Sta [illegible]

[illegible] Sta [illegible] Sta 15+[illegible]

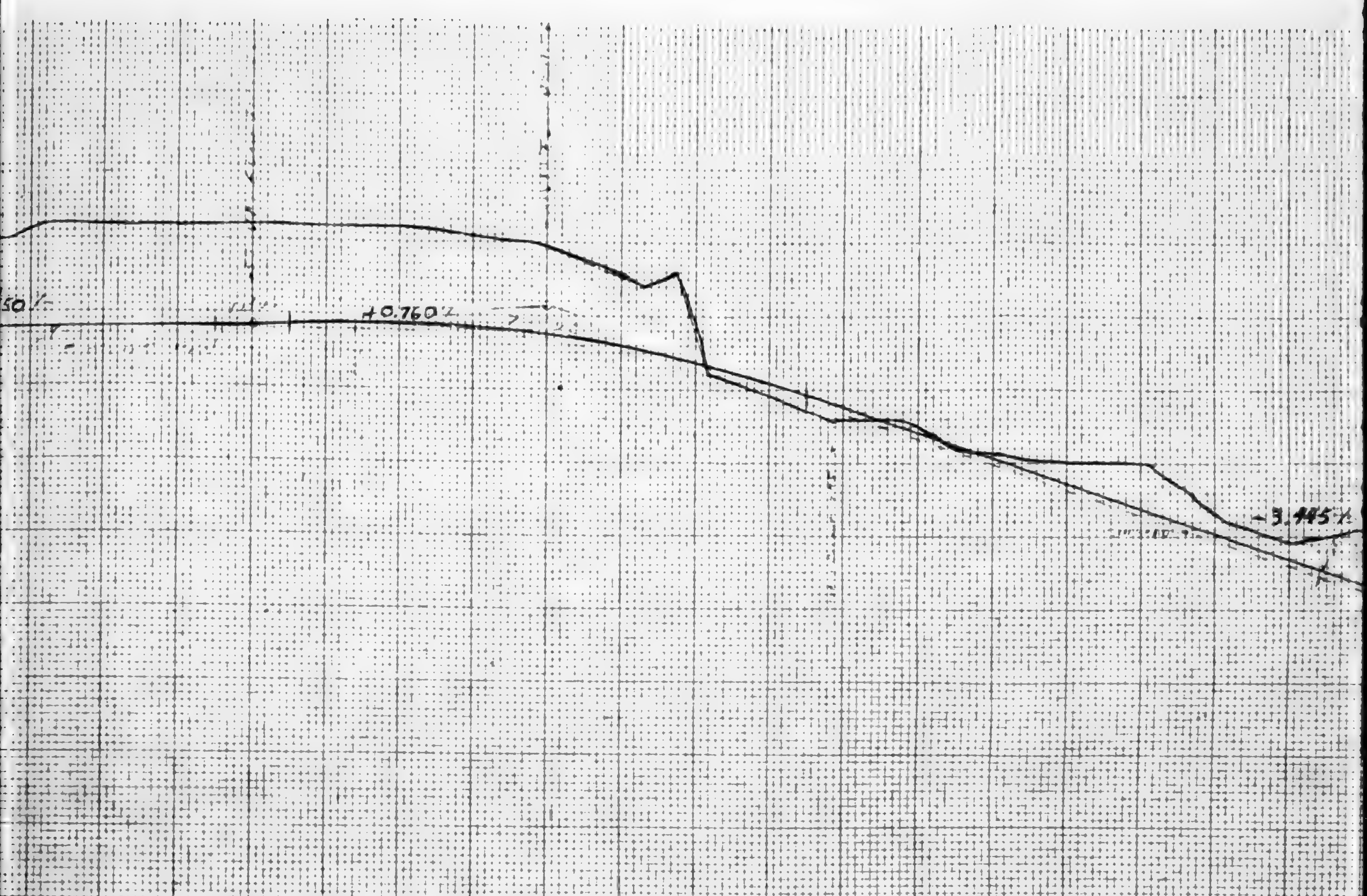


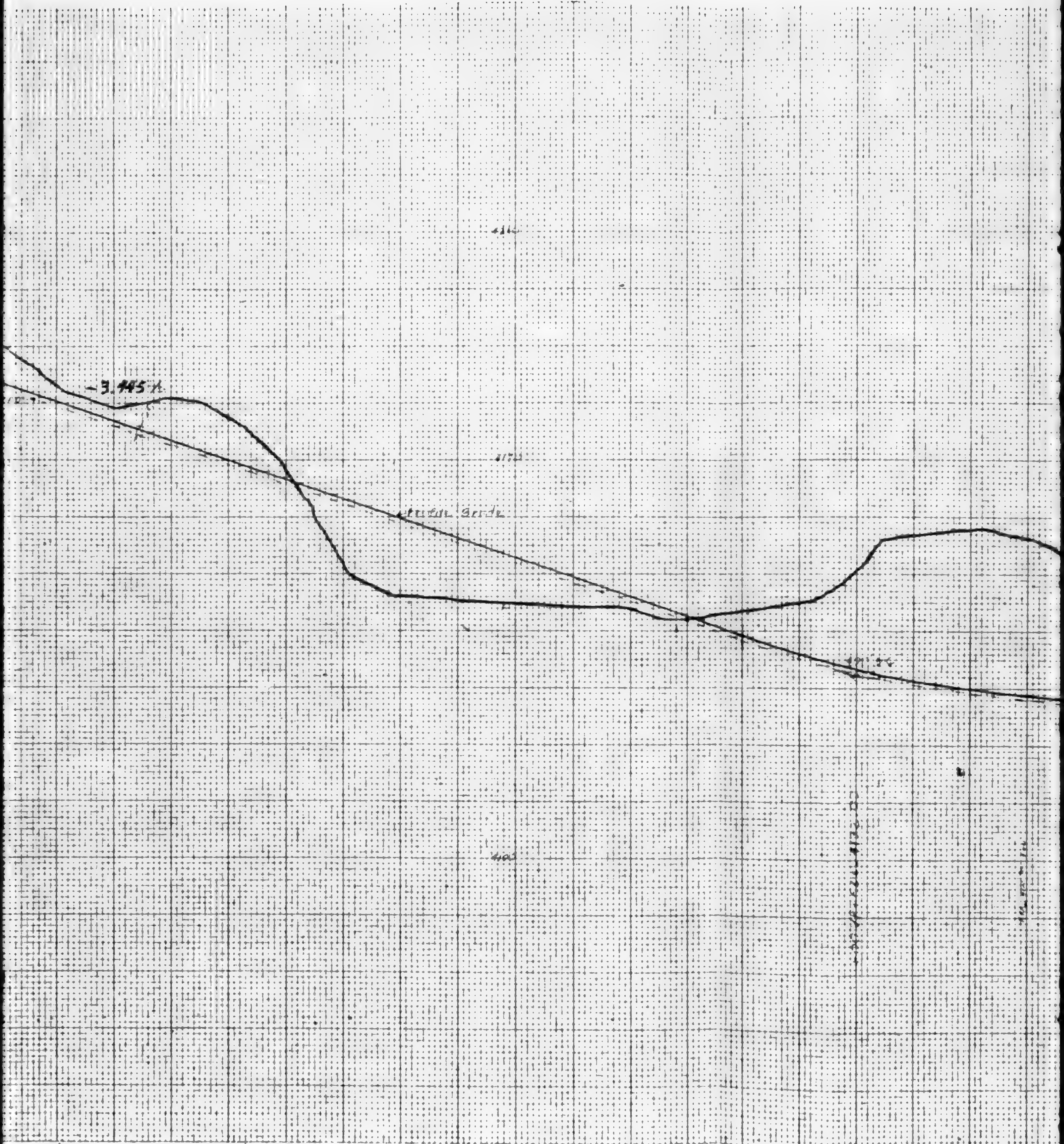
[illegible] Approach [illegible] Typical Sec

K+E 10 X 10 TO THE INCH KEUFFEL & ESSER CO.

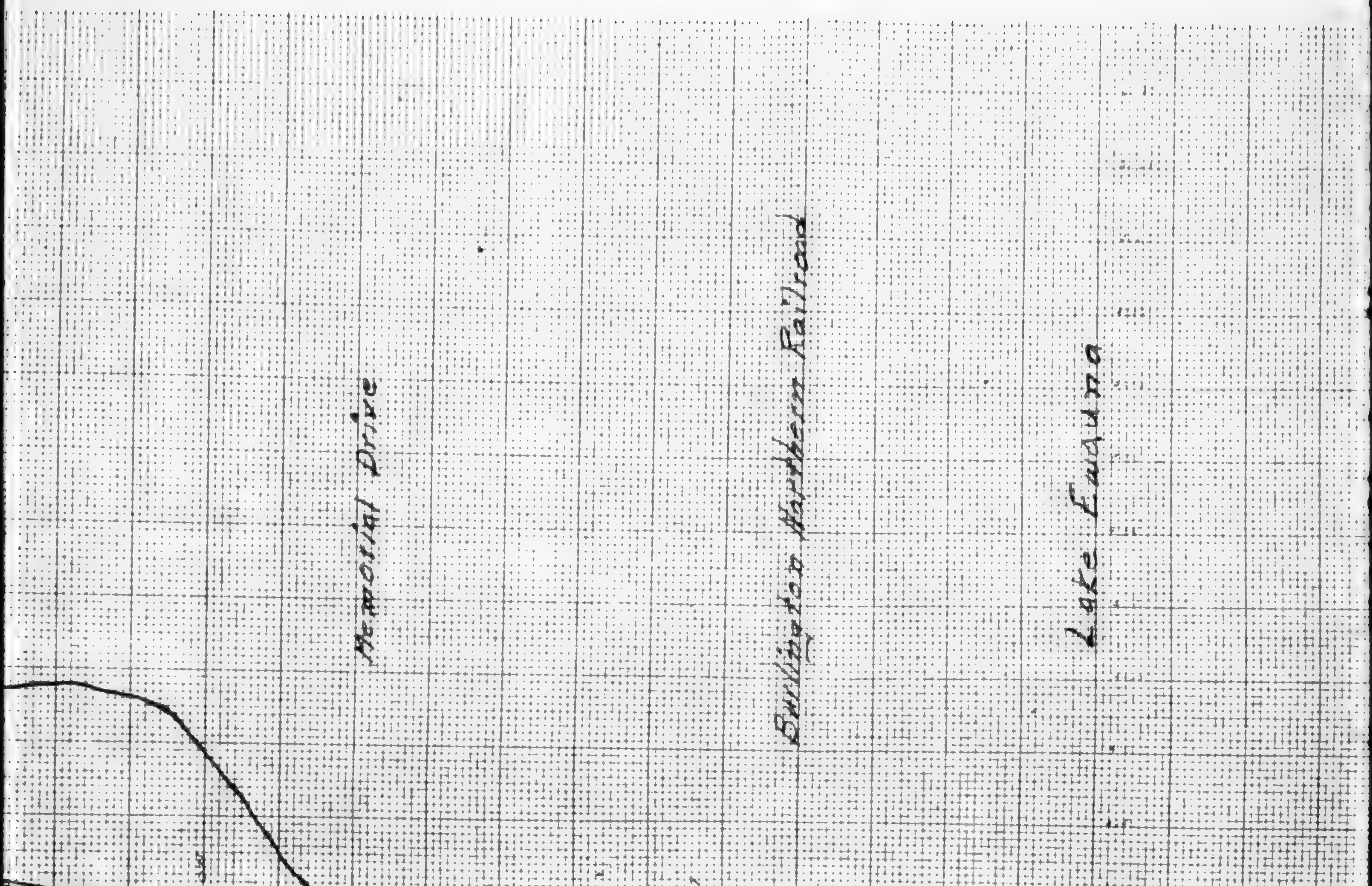


K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.


50%
+0.760%
-3.445%

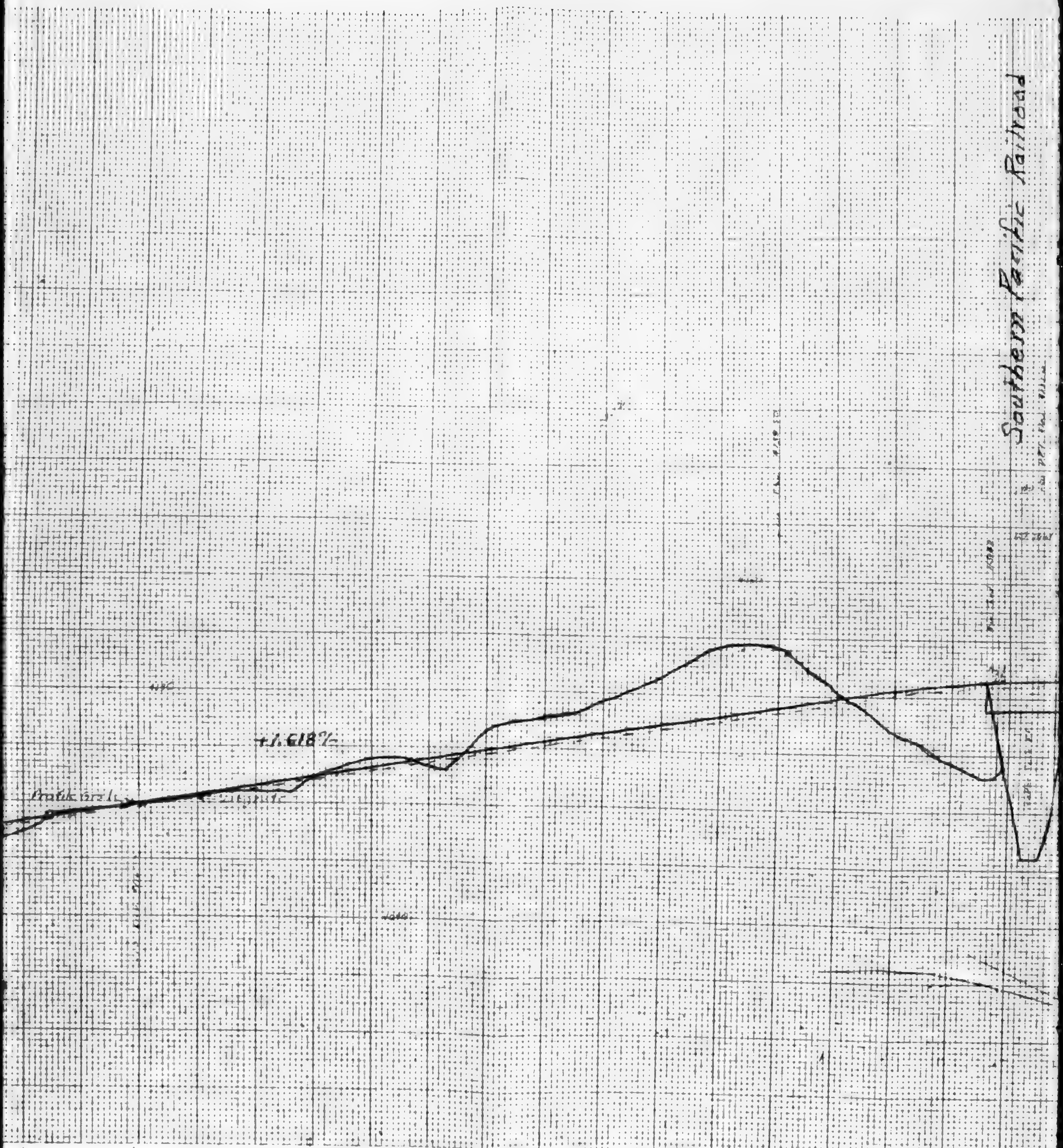


K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.

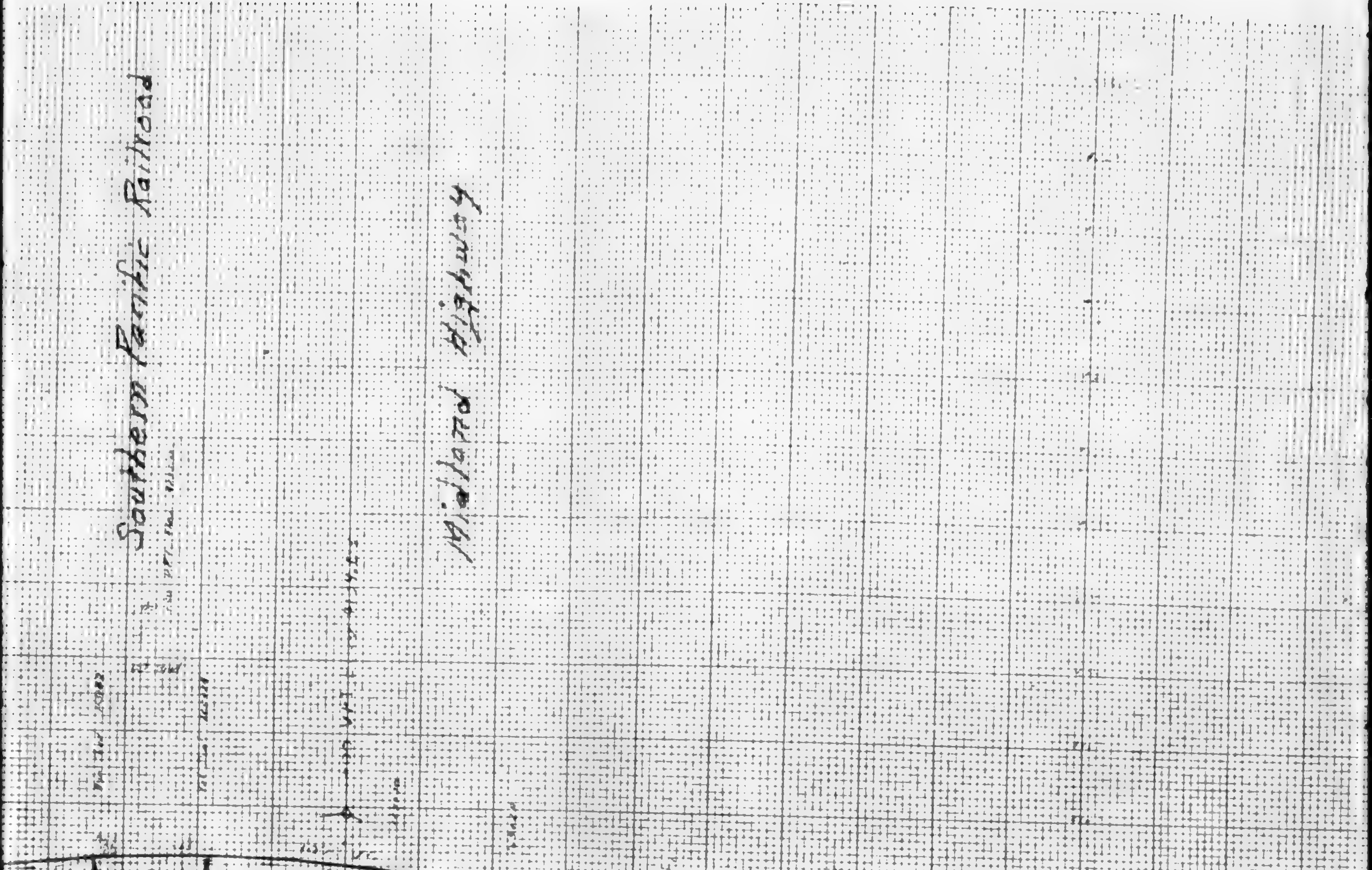

Memorial Drive
Burlington Northern Railroad
Lake Emduna
-1.052 %

Profile grade
Sub V.

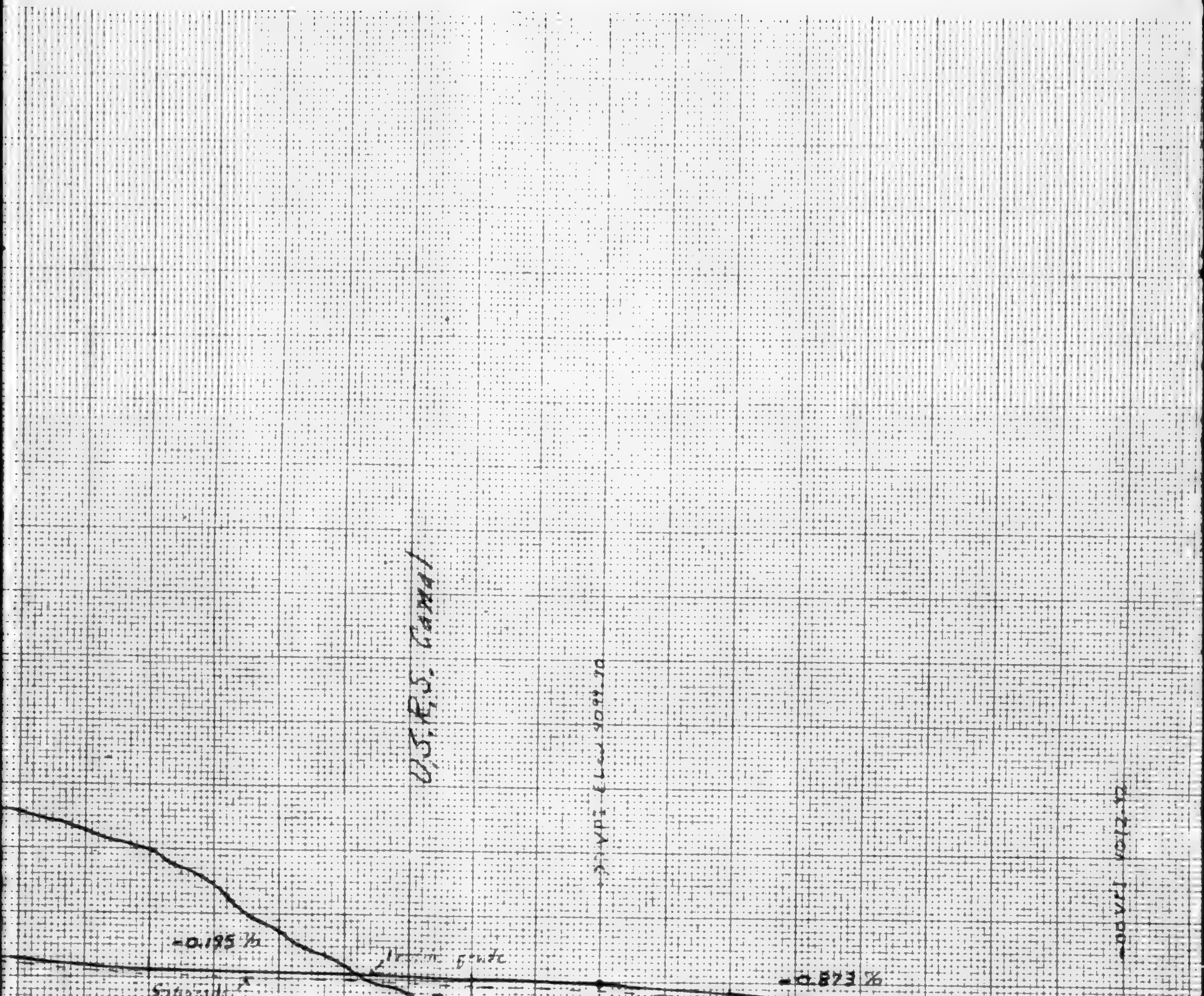
10 X 10 TO THE INCH
KEUFFEL & ESSER CO.



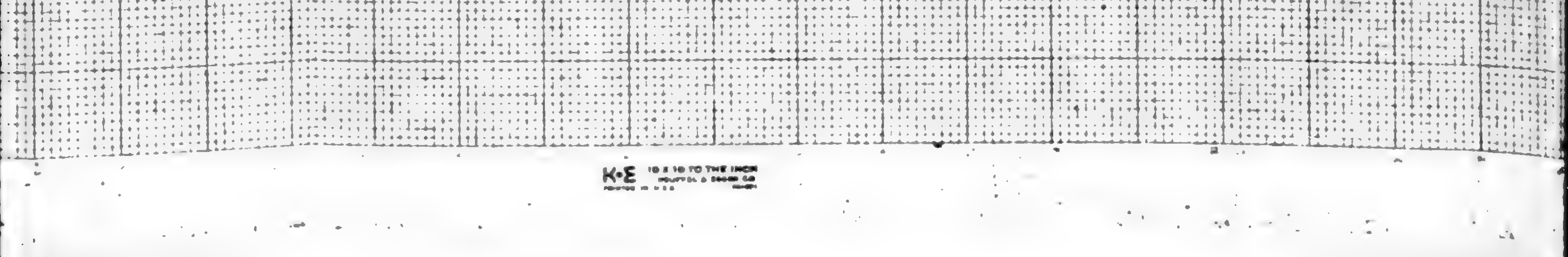
K·E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.


Southern Pacific Railroad
Midland Highway
+3.903%
-0.

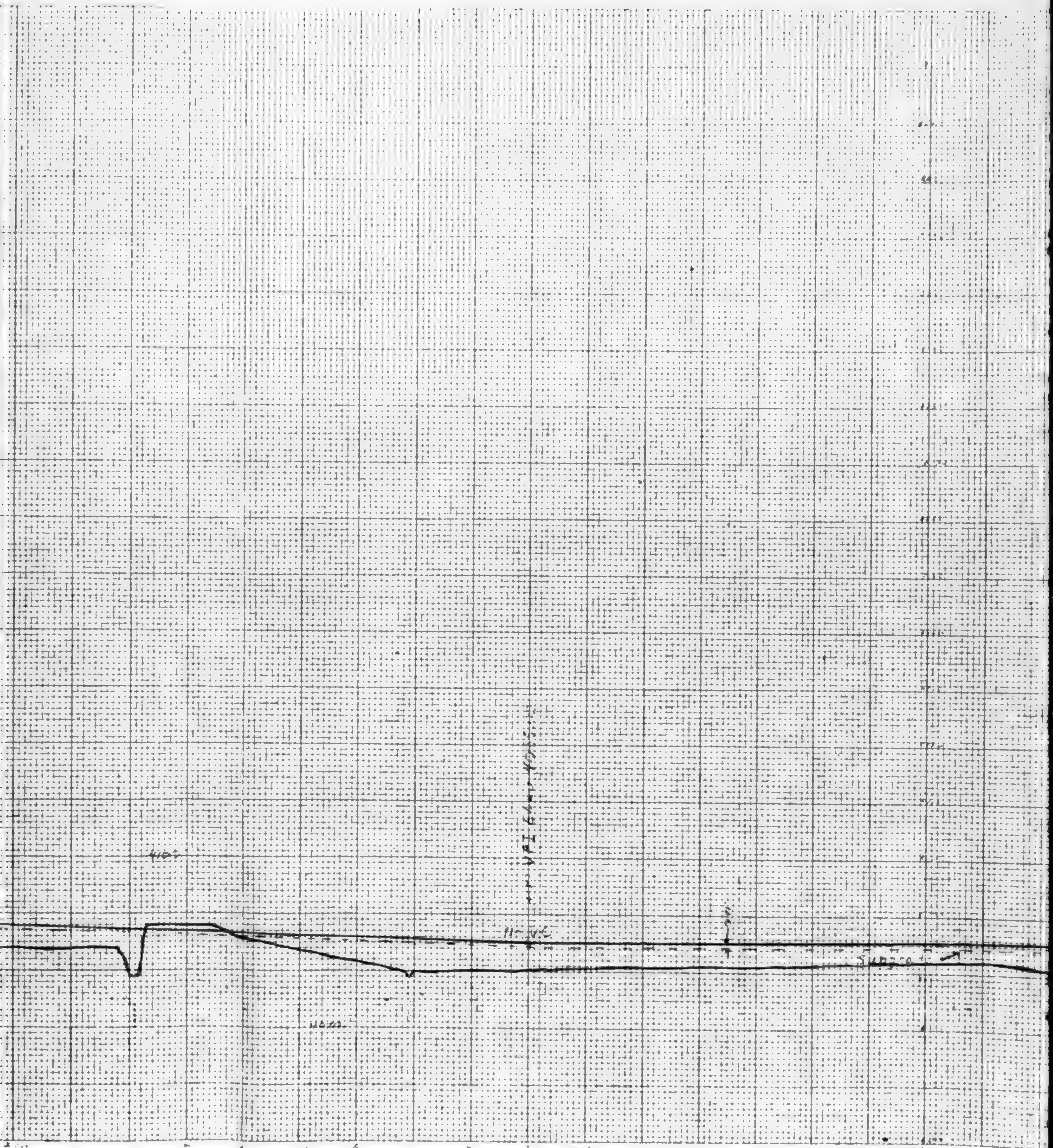
K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.

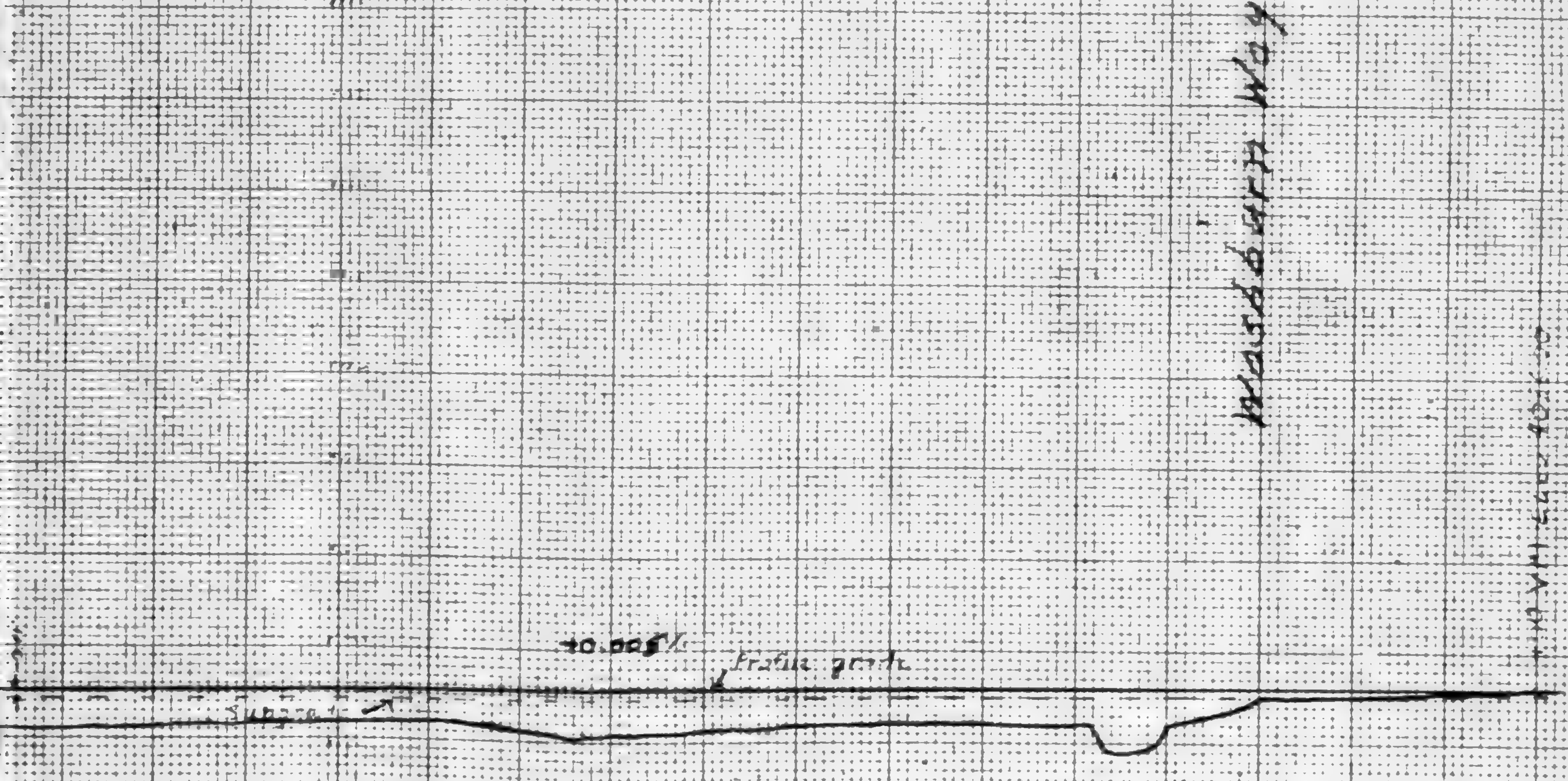

U.S.R.S. Canal
VPI
VPI
-0.195 %
Drain grade
Subgrade
VC
-0.873 %
VC

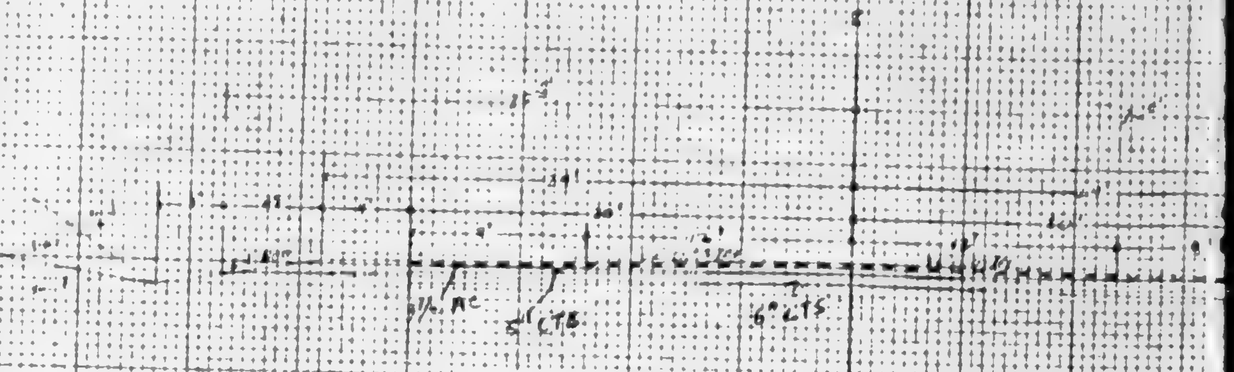
K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.
PRINTED IN U.S.A.



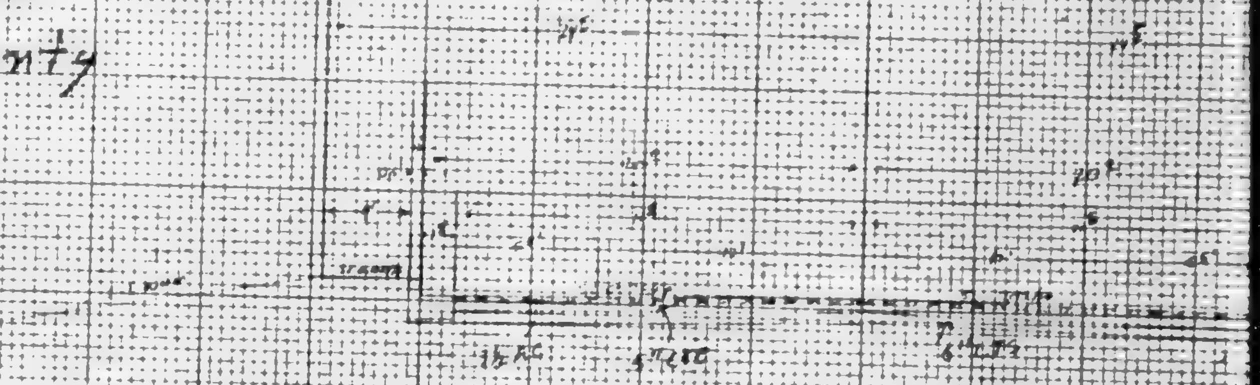
K·E 10 X 10 TO THE INCH

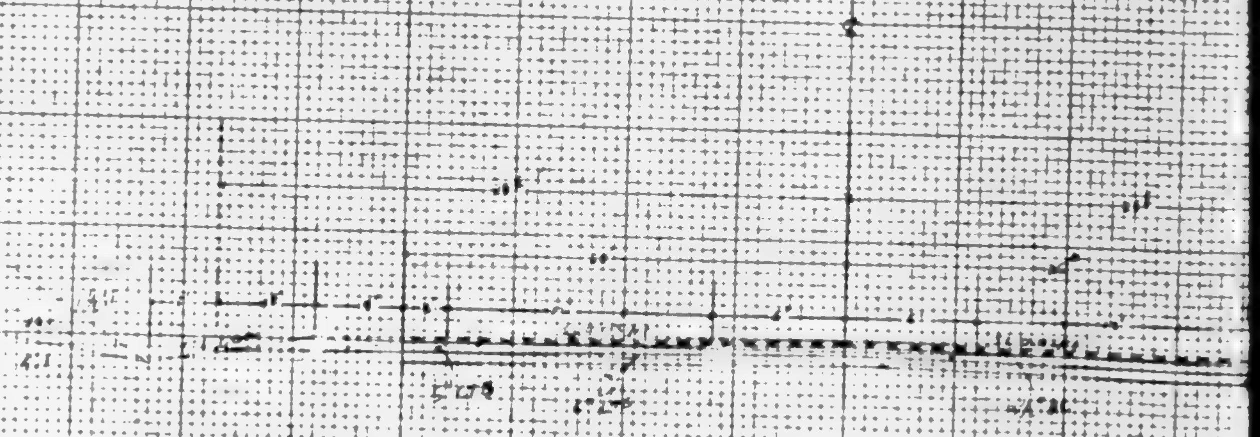

410


+0.005%
Profile grade
Subgrade
Washburn Way

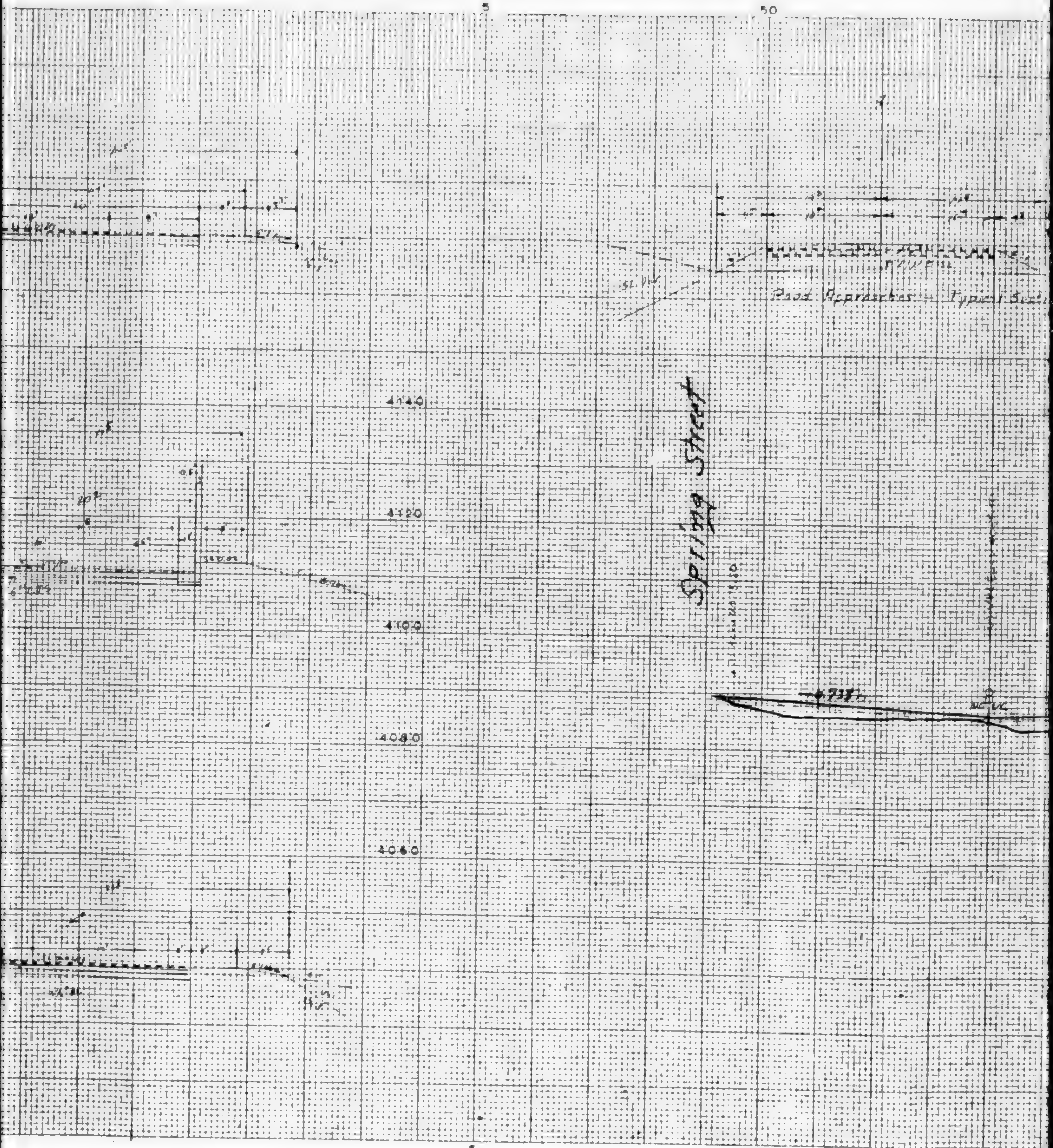

34'
30'
12'
1½" AC
5" CTB
6" CTS

Profile
Truck Route
Southside Bypass
Klamath County

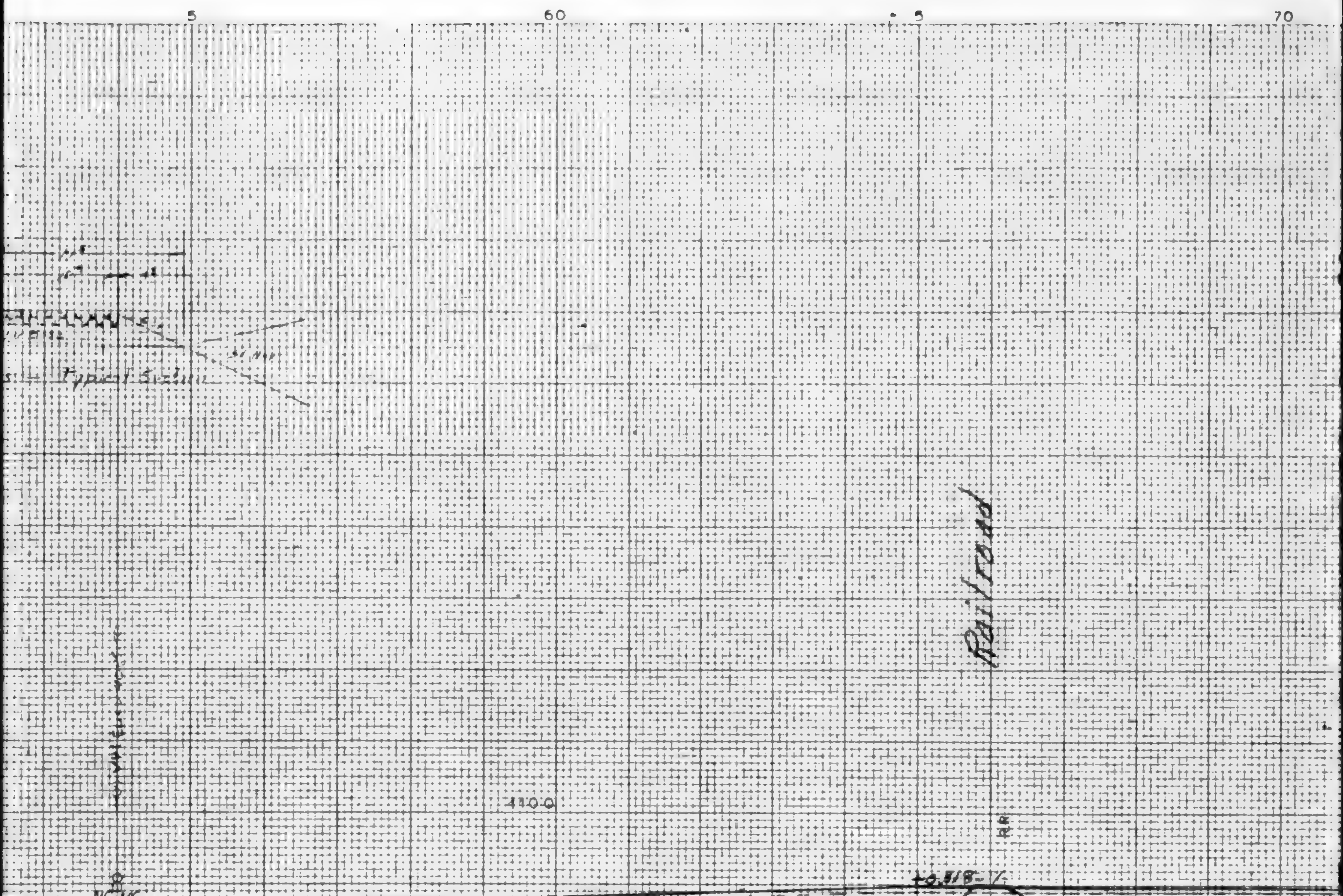

1½" AC
5" CTB
6" CTS

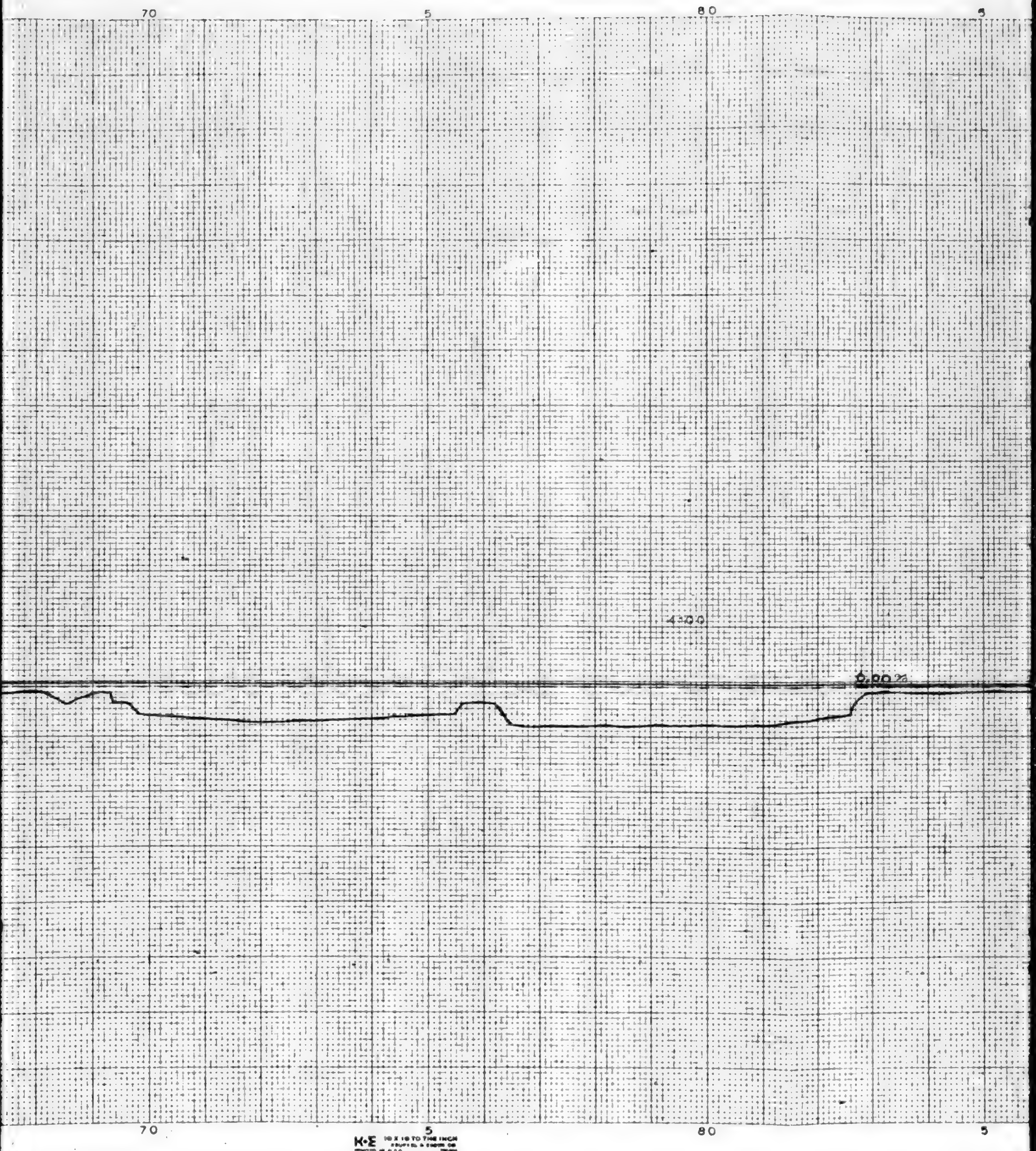

5" CTB
6" CTB
4" AC

K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.
PRINTED IN U.S.A.

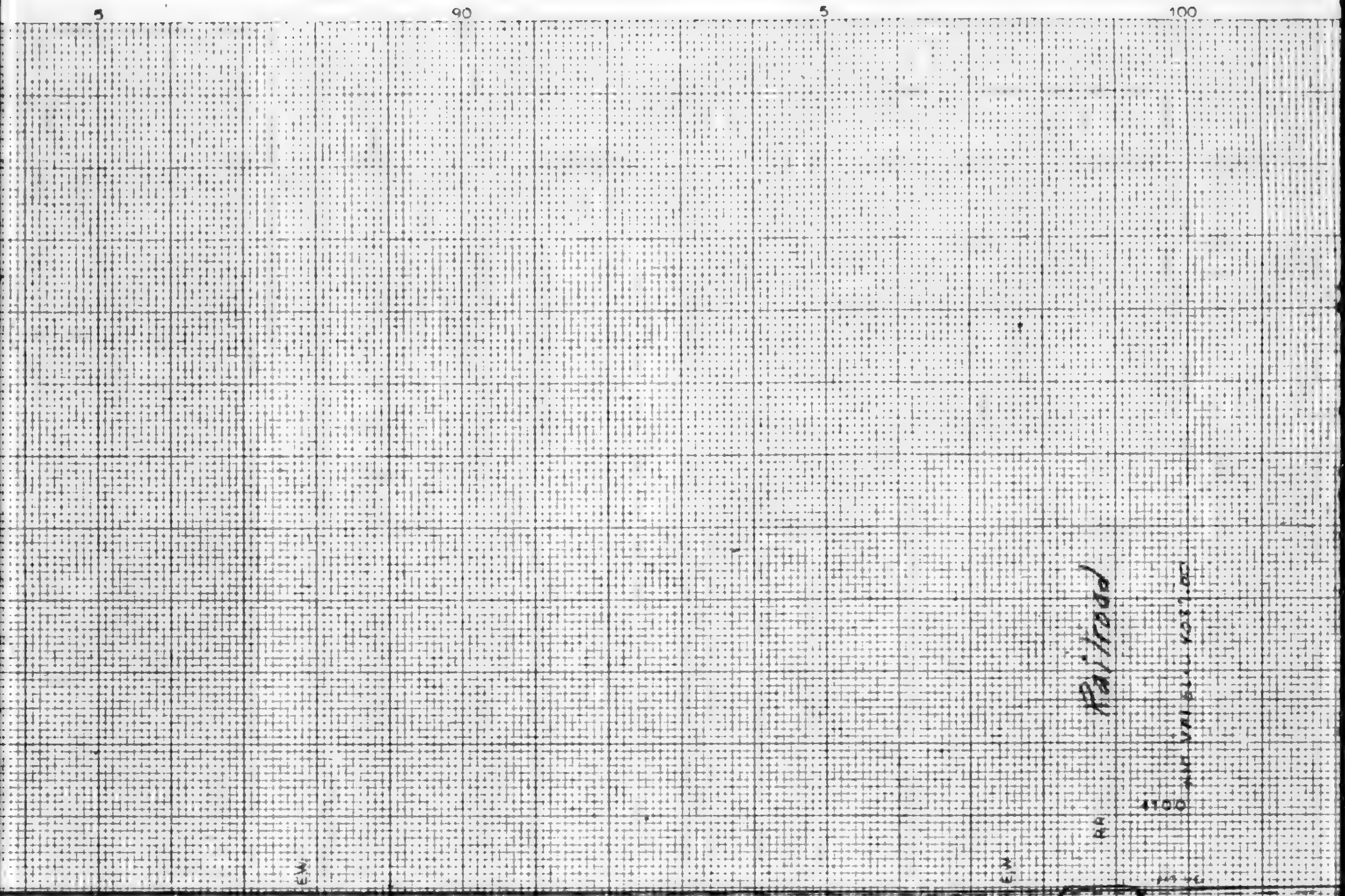

5
50
51.Vc
Road Approaches – Typical Sect
Spring Street
4140
4120
4100
4080
4060
-4.73%
PVC VC
5
50
5

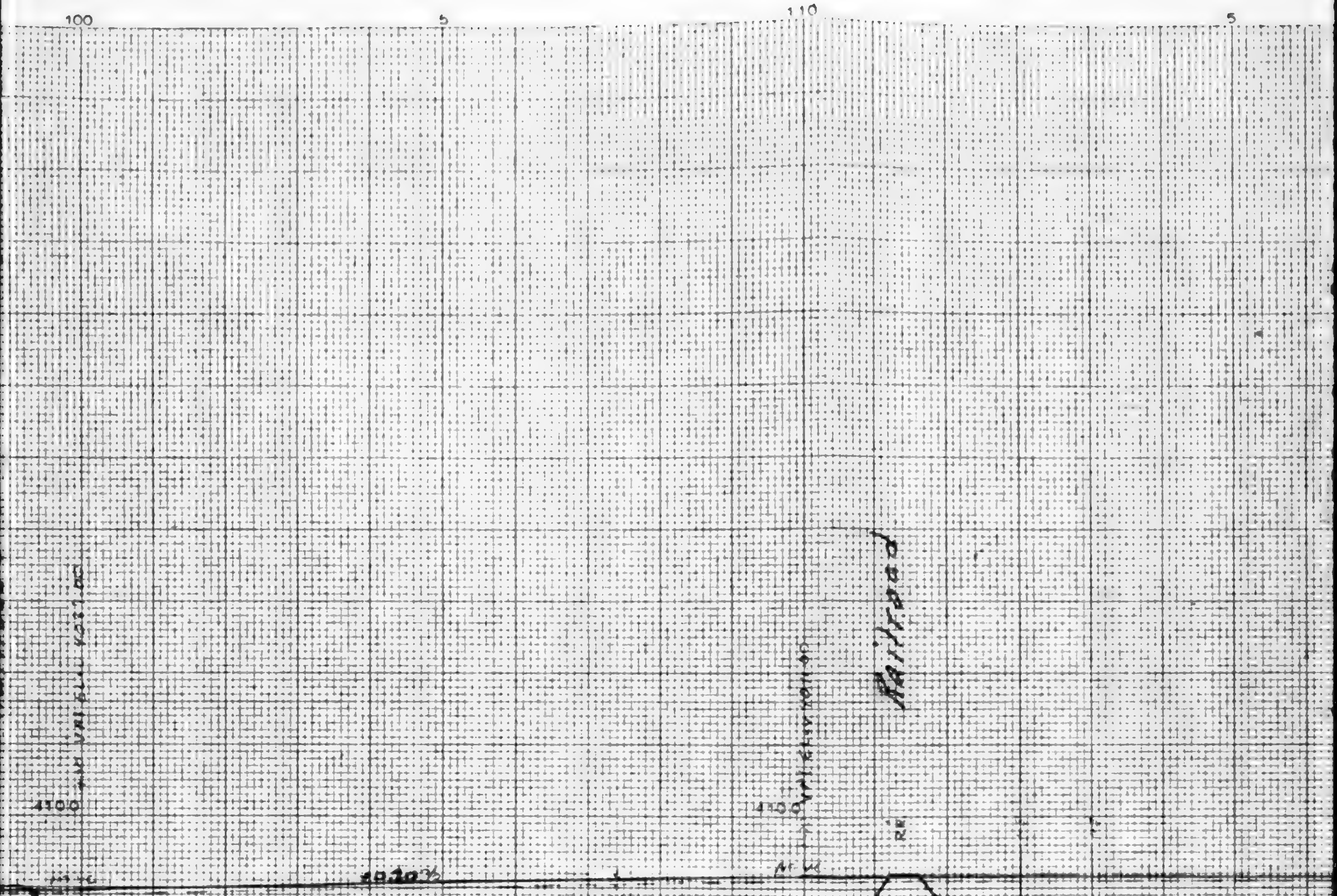
K+E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.

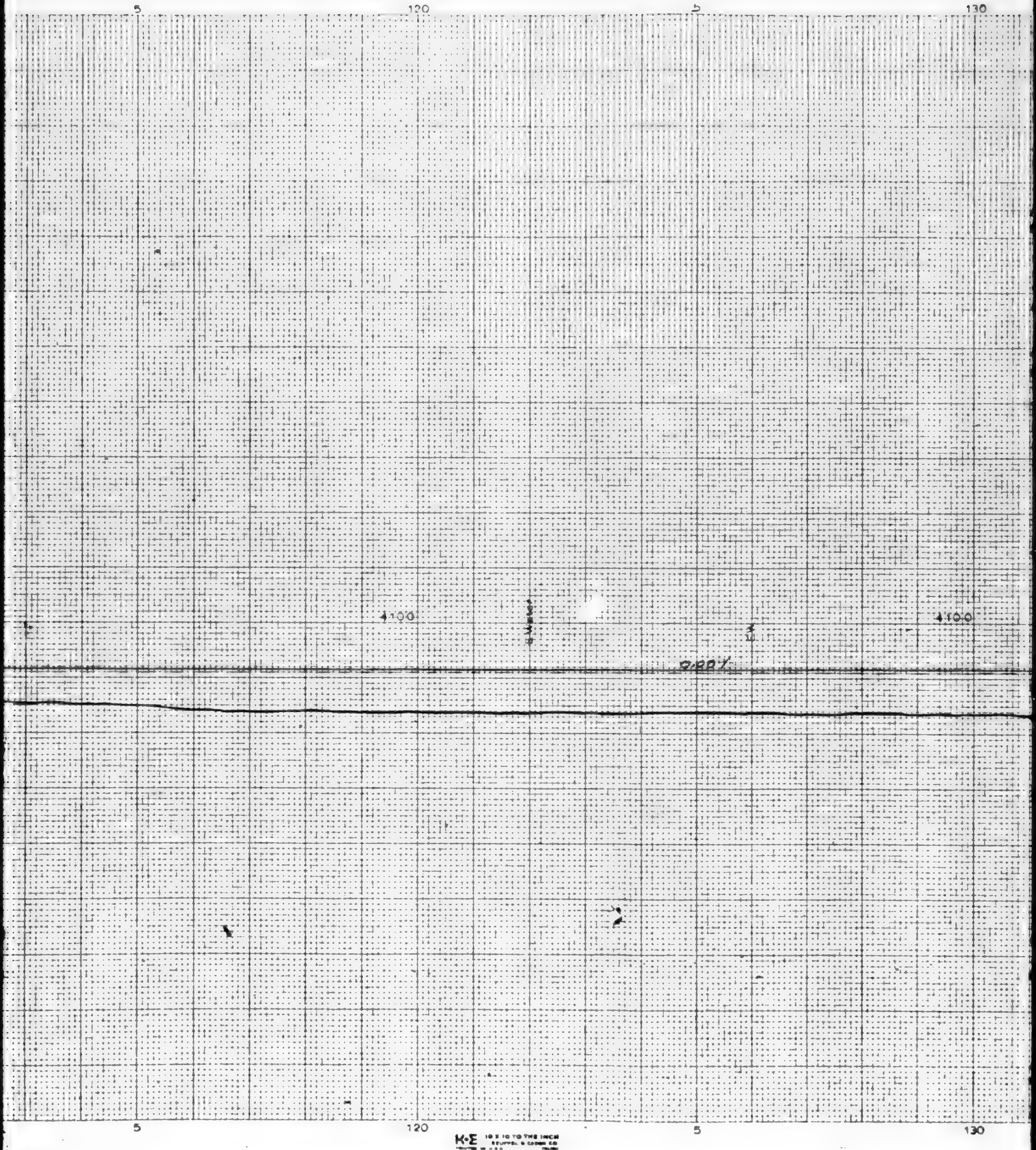

Typical Section
Railroad
RR
+0.518%
PC VC

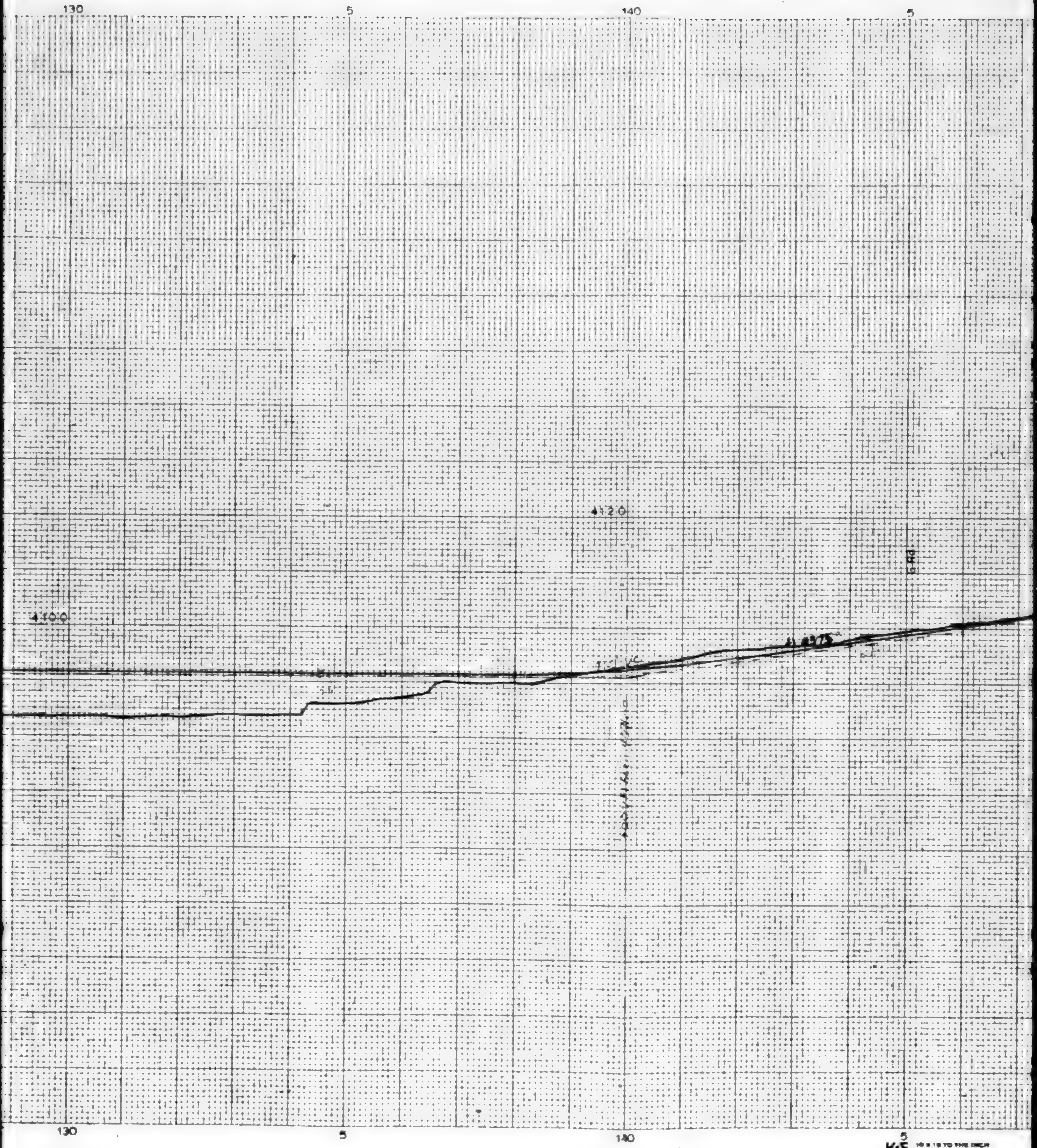

70
5
80
5
4300
0.00%
70
5
80
5

K+E 10 X 10 TO THE INCH KEUFFEL & ESSER CO.

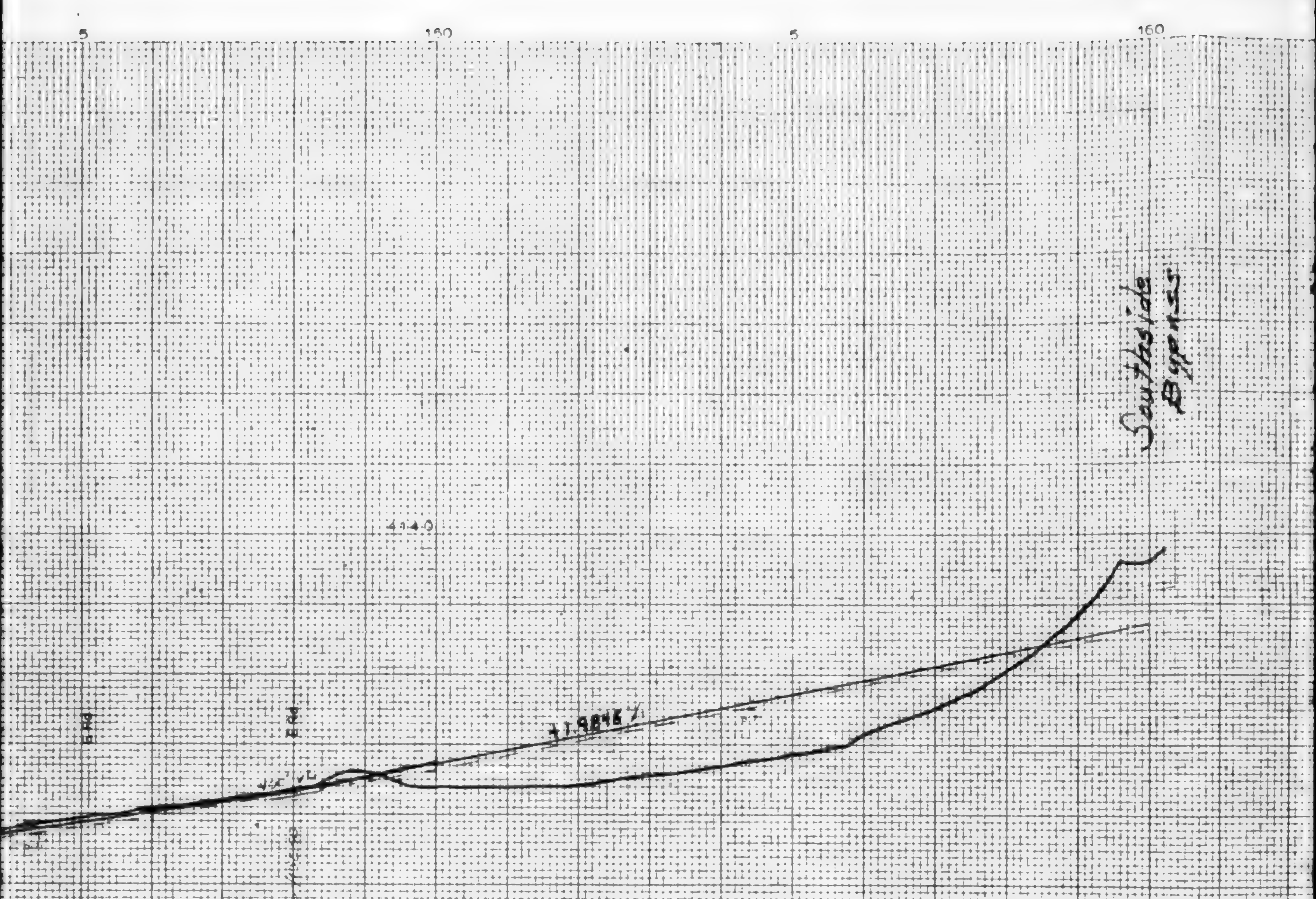

E.W.
E.W.
RR
Railroad

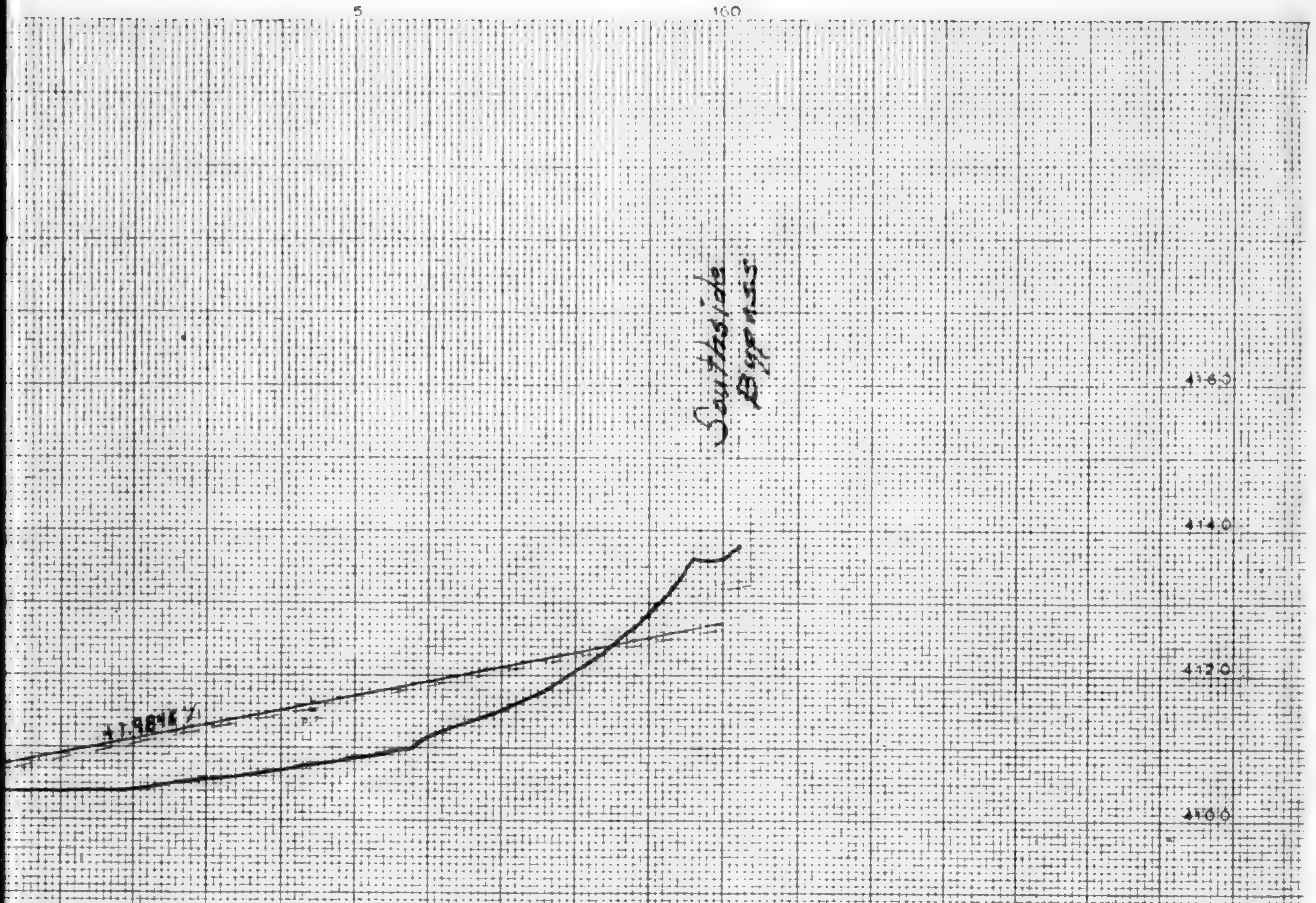

Railroad
RR


5
120
5
130
4100
4100
0.00%
5
120
5
130
K·E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.



K•E 10 X 10 TO THE INCH
KEUFFEL & ESSER CO.


5
150
5
160
Southside Bypass
+1.9848 %
5
150
5
160

5
160
Southside Bypass
+1.984%
P.
416.0
414.0
412.0
410.0
408.0
406.0
5
160

Klamath

Salem, Oregon
January 11, 1979

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Washburn Way-Homedale Rd. Sec.
South Side By-Pass Co. Rd.
Klamath County

Attached is a description, an authorization, right of way prints and copies of correspondence covering additional right of way requested by Klamath County on subject section.

File 48644 is being revised this date to further comply with this request.

By: R

Robert R. Rounds
R/W Desc. Supervisor

RRR:cj
Attachments

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Bend, OR 97701

January 9, 1979

FROM: Neil C. Boehmer
Right of Way Agent

TO: Robert R. Rounds
Right of Way Descriptions Supervisor
Design Section

SUBJECT: Washburn Way-Homedale Road Section
South Side By-Pass County Road
Klamath County

Klamath County has requested a description change for File 48644 and for a new file to be set up for the Miller property. I have attached the last vesting deed, a county plat map, and a right of way map, showing the area needed, marked in green. The additional right of way needed from File 48644 is marked in red.

Your early attention to this matter would be appreciated, as the county plans to contract this during the first quarter of 1979.

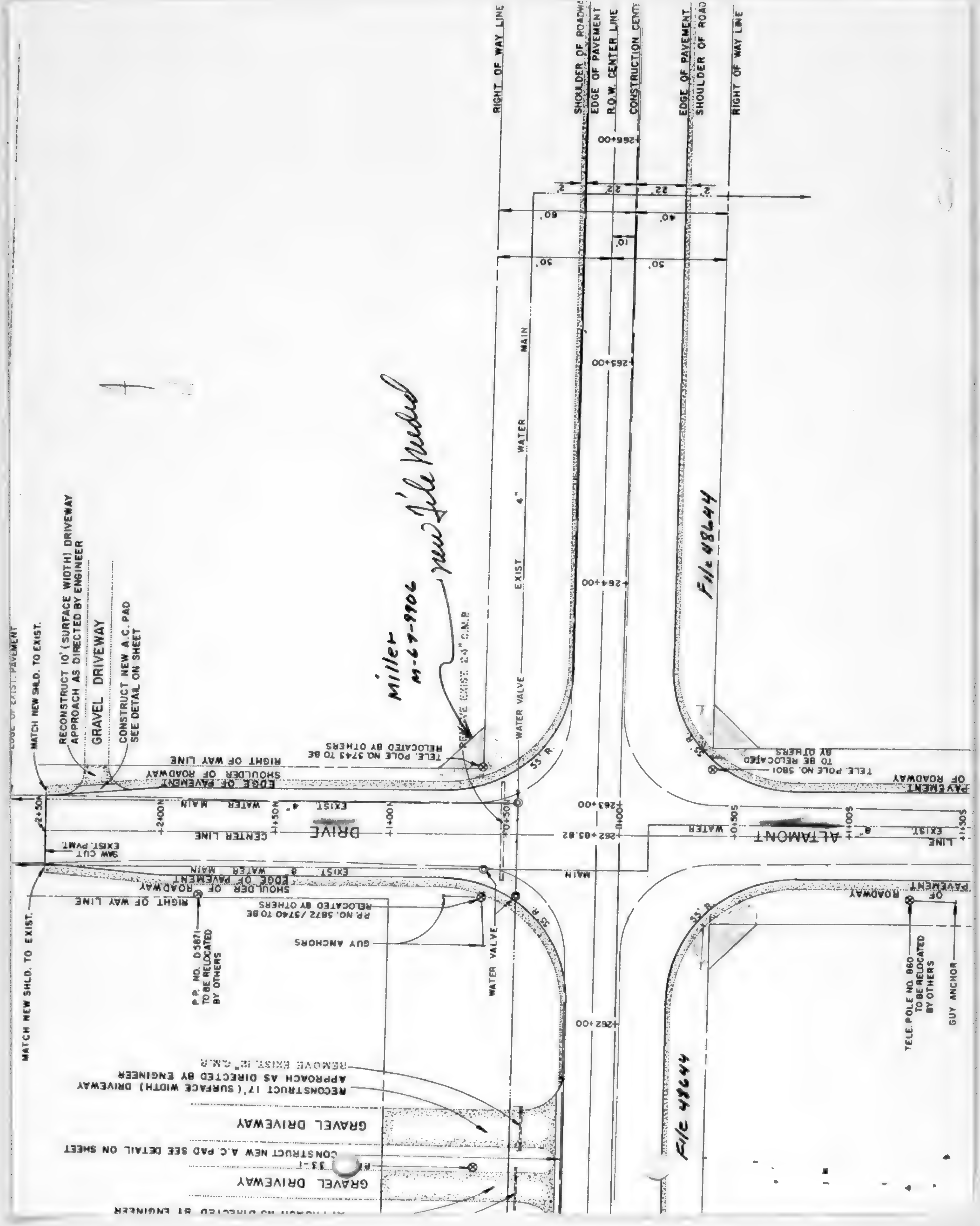
NCB:eh

Attachments

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
JAN 10 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

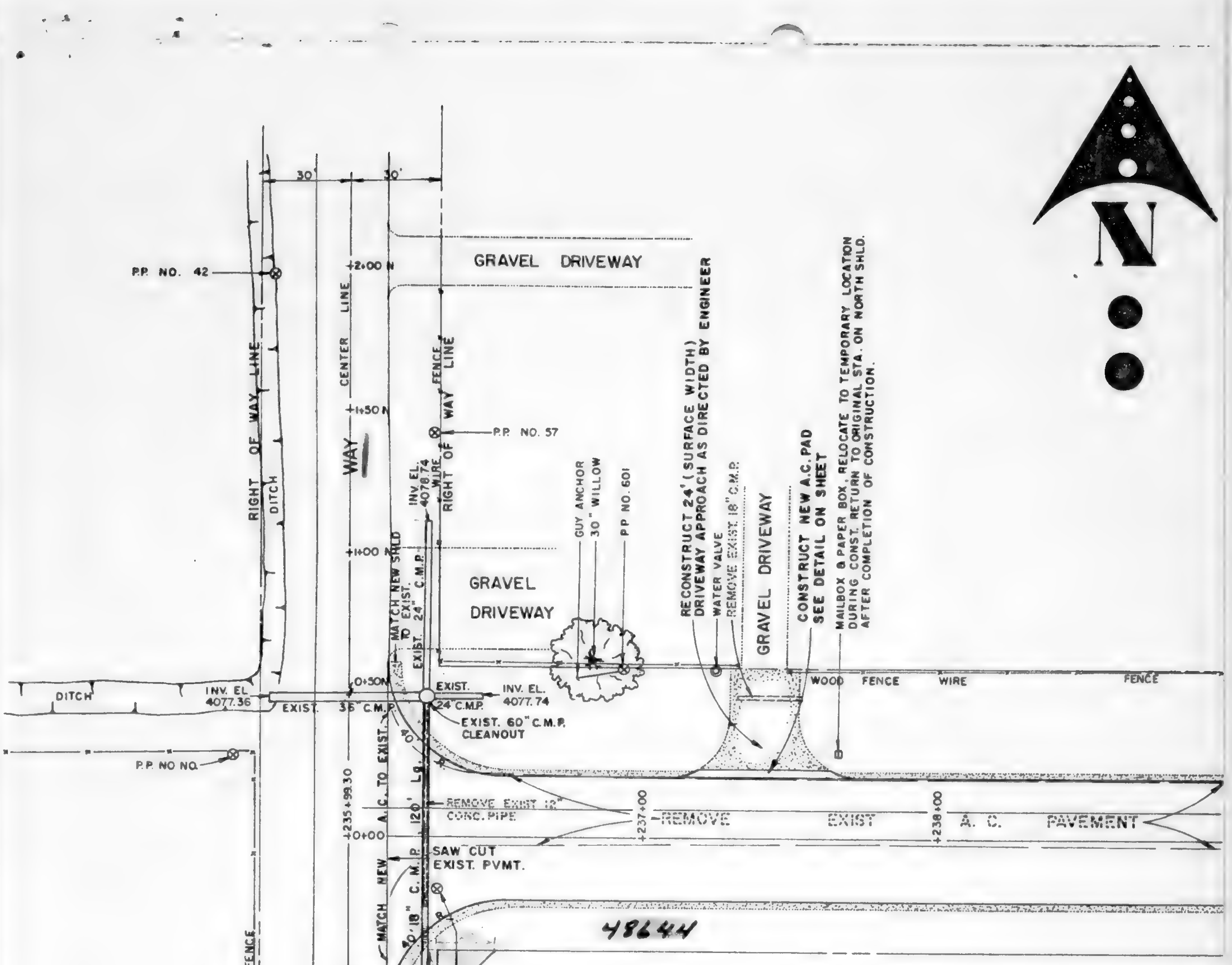

RIGHT OF WAY LINE
SHOULDER OF ROADWA
EDGE OF PAVEMENT
R.O.W. CENTER LINE
CONSTRUCTION CENTE
EDGE OF PAVEMENT
SHOULDER OF ROAD
RIGHT OF WAY LINE
266+00
2'
22'
22'
2'
60'
40'
10'
30'
30'
265+00
EXIST 4" WATER MAIN
264+00
263+00
262+85.82
262+00
REMOVE EXIST. 24" C.M.P
WATER VALVE
55' R.
TELE. POLE NO. 5745 TO BE RELOCATED BY OTHERS
TELE. POLE NO. 5801 TO BE RELOCATED BY OTHERS
EDGE OF PAVEMENT
SHOULDER OF ROADWAY
RIGHT OF WAY LINE
EDGE OF EXIST. PAVEMENT
MATCH NEW SHLD. TO EXIST.
RECONSTRUCT 10' (SURFACE WIDTH) DRIVEWAY APPROACH AS DIRECTED BY ENGINEER
GRAVEL DRIVEWAY
CONSTRUCT NEW A.C. PAD SEE DETAIL ON SHEET
2+50N
2+00N
1+50N
1+00N
0+50N
0+50S
1+00S
1+50S
EXIST 4" WATER MAIN
CENTER LINE
DRIVE
ALTAMONT
EXIST 8" WATER MAIN
LINE
SAW CUT EXIST. PVMT.
EXIST 8" WATER MAIN
EDGE OF PAVEMENT
SHOULDER OF ROADWAY
RIGHT OF WAY LINE
PAVEMENT OF ROADWAY
P.P. NO. 5872 / 5740 TO BE RELOCATED BY OTHERS
GUY ANCHORS
P.P. NO. D5871 TO BE RELOCATED BY OTHERS
WATER VALVE
MATCH NEW SHLD. TO EXIST.
TELE. POLE NO. 860 TO BE RELOCATED BY OTHERS
GUY ANCHOR
REMOVE EXIST. 12" C.M.P
RECONSTRUCT 17' (SURFACE WIDTH) DRIVEWAY APPROACH AS DIRECTED BY ENGINEER
GRAVEL DRIVEWAY
CONSTRUCT NEW A.C. PAD SEE DETAIL ON SHEET
P.P. 33-T
GRAVEL DRIVEWAY
APPROACH AS DIRECTED BY ENGINEER

Miller
M-67-9906

new file needed

File 48644

File 48644


N
30'
30'
GRAVEL DRIVEWAY
P.P. NO. 42
+2+00 N
+1+50 N
+1+00 N
+0+50 N
+0+00
+0+50 S
+1+00 S
+1+50 S
+2+00 S
RIGHT OF WAY LINE
DITCH
CENTER LINE
WAY
FENCE LINE
RIGHT OF WAY
WIRE
P.P. NO. 57
INV. EL. 4078.74
EXIST. 24" C.M.P.
MATCH NEW SHLD TO EXIST.
GRAVEL DRIVEWAY
GUY ANCHOR
30" WILLOW
PP NO. 601
RECONSTRUCT 24' (SURFACE WIDTH) DRIVEWAY APPROACH AS DIRECTED BY ENGINEER
WATER VALVE
REMOVE EXIST. 18" C.M.P.
GRAVEL DRIVEWAY
CONSTRUCT NEW A.C. PAD SEE DETAIL ON SHEET
MAILBOX & PAPER BOX, RELOCATE TO TEMPORARY LOCATION DURING CONST. RETURN TO ORIGINAL STA. ON NORTH SHLD. AFTER COMPLETION OF CONSTRUCTION.
DITCH
INV. EL. 4077.36
EXIST. 36" C.M.P.
EXIST. 24" C.M.P.
INV. EL. 4077.74
EXIST. 60" C.M.P. CLEANOUT
WOOD FENCE
WIRE
FENCE
P.P. NO NO.
40'
R
MATCH NEW A.C. TO EXIST.
120' Lg.
+235+99.30
REMOVE EXIST 12" CONC. PIPE
+237+00
REMOVE EXIST A. C. PAVEMENT
+238+00
SAW CUT EXIST. PVMT.
INSTALL 10' 18" C.M.P.
R
20'
TELE. POLE NO. 5801 TO BE RELOCATED BY OTHERS
MATCH NEW SHLD. TO EXIST.
FENCE
WIRE
EDGE OF EXIST PAVEMENT
WASHBURN
EDGE OF EXIST PAVEMENT
+99.30
+50
+00
50
+00
50

48644

January 9, 1979

The Honorable Fred Heard
State Senator
State Capitol
Salem, Oregon 97310

Dear Fred:

The City of Klamath Falls and Klamath County are very interested in two sort of complementary projects. One is the proposed Southside Bypass and the other is a truck route from downtown to the bypass. Both are shown on the enclosed map. A preliminary environmental impact statement on the bypass was prepared by a consultant working for the County. We have agreed to do the Final EIS which will be finished about March 1979. We will know more when that document is finished.

The County has already constructed a portion of the bypass route westerly from the Malin Highway and intend to build additional sections to the west as far as Washburn Way. They have requested the State to take over at that point and construct the much more expensive section on to The Dalles-California Highway. This section is estimated to cost $6.3 million.

They have also requested us to construct the truck route at an estimated cost of $2.8 million.

The Commission has not at this time made a decision on their request. However, a delegation from the County and City have tentatively scheduled a hearing before the Commission on February 20.

Using the projected traffic for the truck route prepared for the City and County by their consultant, we have completed a cost-benefit study which shows the ratio to be far less than the necessary 1.0 which is the break-even point. I do have a feeling, however, that the projected traffic is too low and have so advised Earl Kessler, the Director of Public Works for Klamath County. Perhaps they can come up with better figures.

Fred, I don't need to tell you of our financial problems. They are very real and, as a consequence of having three tax measures fail, we are directing most of our attention to the existing system with particular emphasis on resurfacing work. We know that conditions similar to the Klamath Falls situation exist in almost every community in the state. I venture to say that traffic conditions in Bend are just as bad, or even worse, than they are at Klamath Falls.

Second [illegible] [illegible] [illegible]
1-24-79 [illegible]

I'm certain that the Commission will try to work out some way to help on the bypass, but right now I don't know where the money would come from.

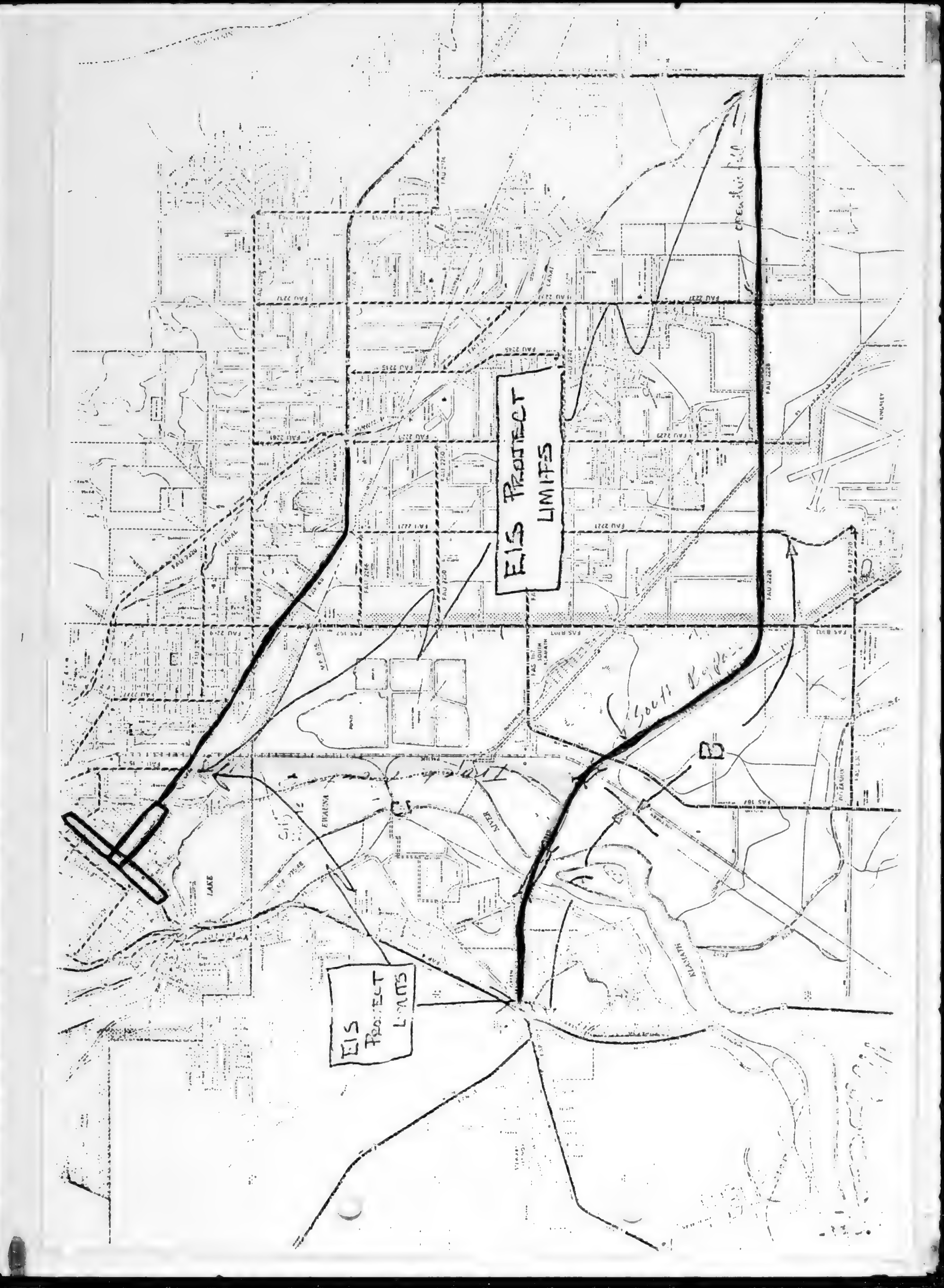
If you still have unanswered questions, please advise me and I'll try to answer them.

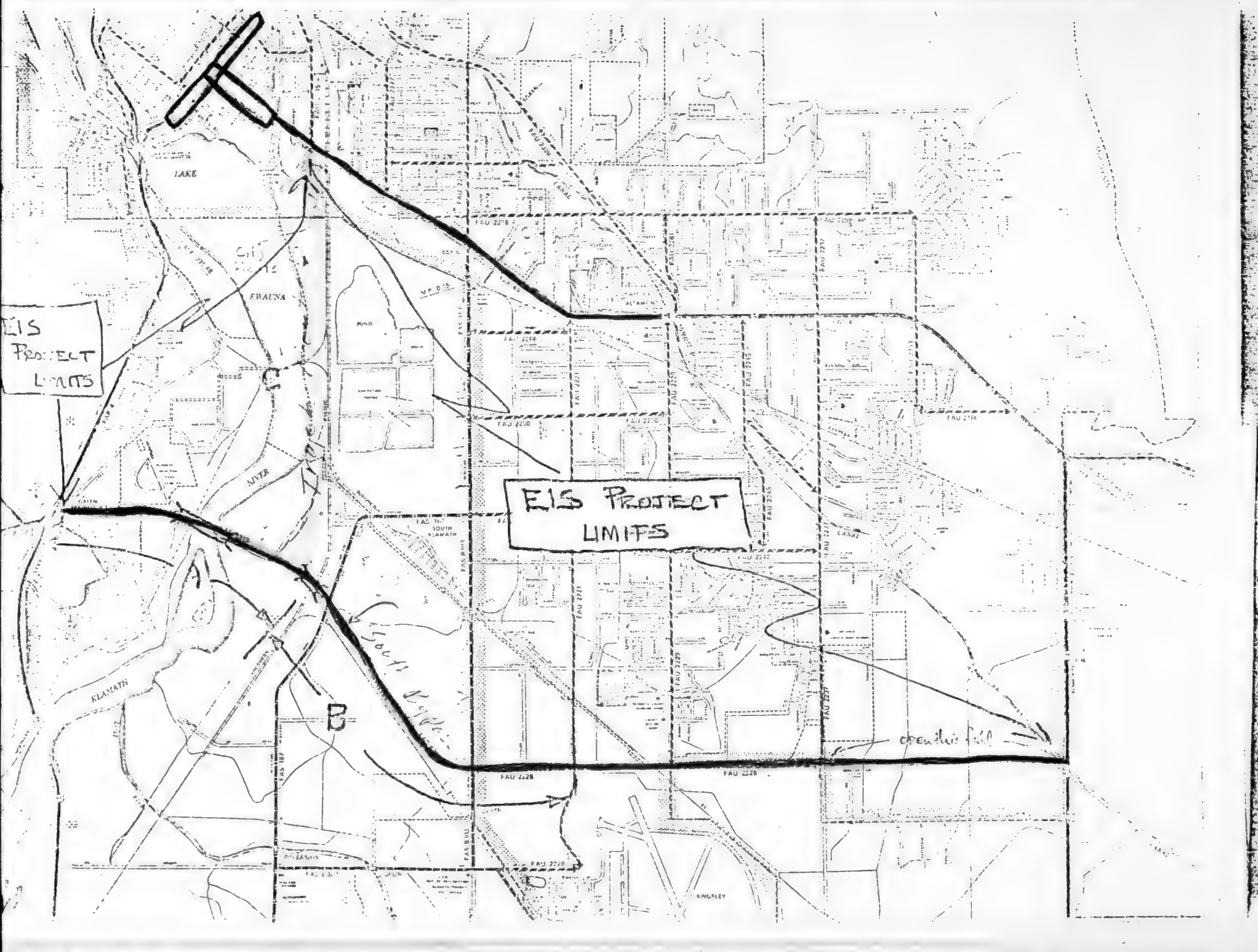
Sincerely,

F. B. Klaboe
Director of Transportation

FBK:srm

bc: Glenn L. Jackson
H. S. Coulter
E. S. Hunter
Gary Potter
F. E. Terpin
John Gunter
Dale Allen
George Bell
Bob Hamilton


EIS PROJECT LIMITS
EIS PROJECT LIMITS
South Bypass
B
LAKE
EWAUNA
RIVER
KLAMATH
CANAL
FAU 2221
FAU 2222
FAU 2228
FAU 2245
FAS 1017
FAS 187


EIS PROJECT LIMITS
EIS PROJECT LIMITS
LAKE
EWAUNA
RIVER
KLAMATH
CANAL
SOUTH KLAMATH
KINGSLEY
FAU 2228
FAU 2220
FAS 187
B

SERIES TITLE:

Construction Contracts

LAST RECORD
IDENTIFICATION:

10,171 (1985)

OMI

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

CERTIFICATE OF AUTHENTICITY

This is to certify that the micrographic images appearing on this microfilm are accurate and complete reproductions of the records as delivered in the regular course of business for photographing.

Roll Number 264

Customer Name O Dot

Classification Construction Contracts

Starting File #10,158 (1985) #1

Ending File # 10,171 (1985) #3

The film has been processed and inspected to accepted standards to achieve archival quality. The quality of the individual images is directly related to the color and quality of the original documents. Every effort has been made to obtain the maximum quality micrographic reproduction of these documents.

Date Produced 6\6\97 Location Eugene, Oregon
City State

Camera Operator Ellen Coy

Canon
AUTHORIZED DEALER

ROLL

264

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

ROLL